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THE
STORY OF
A GREAT CITY

IN A NUTSHELL

BY

H. B. WANDELL
CITY EDITOR GLOBE-DEMOCRAT

WORLD'S FAIR EDITION

500 FACTS ABOUT ST. LOUIS

Louisiana Purchase 18
World's Fair 19

NUTSHELL PUBLISHING CO.
3636 COOK AVENUE ST. LOUIS, MO.

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1800

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Book [illegible]

The Third National Bank of St. Louis

CAPITAL, $1,000,000.

OFFICERS:

CHAS. H. HUTTIG, President.
W. B. WELLS, Vice-President.
GEO. W. GALBREATH, Cashier.
JOHN R. COOKE, Ass't Cashier.

Directors.

GEO. T. CRAM.
Pres't American Central Fire Ins. Co.
JNO. N. DRUMMOND, Capitalist.
JNO. S. DUNHAM, Pres't Dunham Mfg. Co.
H. F. KNIGHT,
Treas. A. G. Edwards & Sons Brokerage Co.
J. B. M. KEHLOR, Kehlor Bros. Millers.
EDW S. ORR,
Gen'l Agent B. & O. S. W. R. R. Co.
G. W. GALBREATH, Cashier.
THOS. WRIGHT, Capitalist.
C. H. HUTTIG, President.
W. B. WELLS, Vice-President.
J. R. COOKE, Ass't Cashier.

CONDENSED STATEMENT OF CONDITION APRIL 24, 1901.

RESOURCES.

Loans and Discounts	$8,121,660.38
U. S. Bonds & Premiums.	1,730,415 50
Other Stocks and Bonds..	870,639.79
Banking House	200,000.00
Other Real Estate	10,500.00
Cash and Exchange	6,146,403.40
	$17,079,619.07

LIABILITIES.

Capital Stock	$1,000,000.00
Surplus and Undivided Profits	386,395.83
Circulation	996,500.00
Subscription to Increase of Capital Stock	855,695.00
Deposits	13,841,028.24
	$17,079,619.07

Lincoln Trust Company,

SEVENTH AND CHESTNUT STREETS.

Transacts General Trust and Banking Business.

4% INTEREST **on Savings Deposits.**
2% **on Regular Check Accounts.**

SAFE DEPOSIT BOXES, **$5.00** PER ANNUM AND UPWARDS

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R. FRANCIS, Vice-Pres't.
L. SHAPLEIGH, 2d Vice-Pres't.

GEO. E. HOFFMAN, Cashier.
R. T. STURGEON, Ass't Cashier.
D. A. PHILLIPS, 2d Ass't Cashier.

K

The Merchants-Laclede National Bank

OF

ST. LOUIS.

CAPITAL, ...	$1,400,000.00
SURPLUS and UNDIVIDED PROFITS,	450,000.00

---

iscal Agent for the State of Missouri.

United States Depository.

Interest Paid on Time Certificates of Deposit.
etters of Credit Issued Available in All Parts of the World.

Continental National Bank

OF ST. LOUIS.

OFFICERS.

GEO. A. BAKER, President. JOS. M. HAYES, Vice-President.
F. E. MARSHALL, Cashier. GEO. W. PARKER, 2nd Vice-Pres't.
J. A. LEWIS, Assistant Cashier.

Capital,	**$1,000,000.00**
Surplus and Undivided Profits,	**500,000.00**
Circulation,	**1,000,000.00**
Deposits,	**14,000,000.00**

We solicit accounts of individuals, banks, bankers, manufacturers and mercantile houses to whom terms in detail will be furnished on application.

DIRECTORS.

H. A. CRAWFORD, Prest Mo. Iron Co.
GEO W. PARKER, Capitalist.
L. B. TEBBETS,
Mansur & Tebbetts Imp. Co.
B. E'SEMAN, Rice, Stix Dry Goods Co.
M. M BUCK, Capitalist.
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Chas. F. Orthwein's Sons.
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Attorney, Boyle, Priest & Lehman.
A. H. BAUER, Bauer Bros.
GEO. A. BAKER, President.

East St. Louis Trust Company,

21 NORTH MAIN STREET.

PAID UP CAPITAL, $500,000.

M. M. Stephens, President.
S. D. Sexton, Vice-President.
W. K. Murphy, Second Vice President.
Charles R. Hissrich, Treasurer.
Nat. C. McLean, Secretary.

YOUR PATRONAGE SOLICITED.

AMERICAN EXCHANGE BANK

ST. LOUIS.

CAPITAL, FULL PAID, -	$500,000.00
SURPLUS, - - -	400,000.00
UNDIVIDED PROFITS, -	66,865.47

Officers.

WALKER HILL, *President.*
EPHRON CATLIN, *Vice-President.*
L. A. BATTAILE, *Cashier.*
EMISON CHANSLOR, *Ass't Cashier.*

Directors.

PAUL BROWN, Director Continental Tobacco Co.
A. H. DUNCAN, Vice-Pres't Paris Medicine Co.
SAM M. KENNARD, Pres't J. Kennard & Sons Carpet Company
A. T. KELLEY, Retired Merchant.
H. F. LANGENBERG, of Langenberg, Bros. & Co.
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J. B. C. LUCAS, Capitalist.
JAS. Y. LOCKWOOD, Treas. Interstate Car Transfer Co.
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Capital, $1,000,000.00 Surplus, $500,000.00

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D. K. FERGUSON, Vice-President.
B. B. GRAHAM, "
CHAS. O. AUSTIN, Cashier.
EDWARD BUDER, Asst. Cashier.

DIRECTORS.

R. R. HUTCHINSON — D. K. FERGUSON — ISAAC SCHWAB
R. M. HUBBARD — MORRIS GLASER — B. B. GRAHAM
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W. J. KINSELLA — JAMES T DRUMMOND — JAMES GREEN
CHAS. O. AUSTIN

WE SOLICIT ACCOUNTS OF ALL NEEDING BANKING FACILITIES.

TEST IT

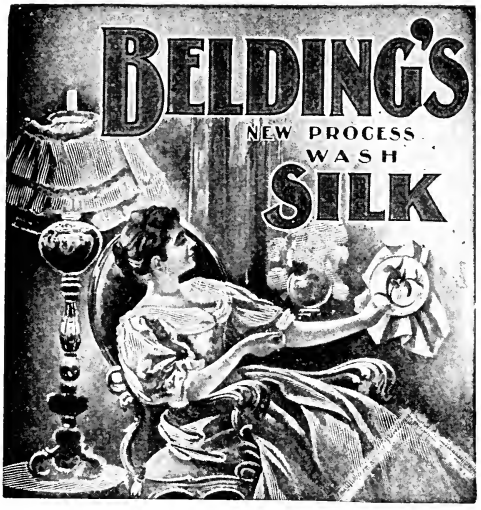
WE HAVE MADE CLAIMS OF
SUPERIOR MERIT FOR THE

H & K Java and Mocha

COFFEE.

YOU WILL FIND THAT OUR
CLAIMS ARE MODEST WHEN
YOU BUY AN AIR-TIGHT CAN

3 POUNDS, - ONE DOLLAR.



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Is universally used and recommended by all High-class Dressmakers and for fine family sewing. It is STRONGER, SMOOTHER and FULL MEASURE, and in Every Way meets the Wants of the Consumer.

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Is universally used and recommended by Knitters and Crocheters on account of its superior Smoothness, Brilliancy of Dye, its FULL MEASURE and Fast Color, as it washes beautifully.

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FILO, ROYAL, HONITON, DRESDEN and other qualities of Wash Silks are now used universally and preferred by all lovers of Art Needle Work. All persons using Belding's "New Process" Wash Silks will find all the shades true to nature and to wash perfectly. In fact, the silks will be brighter after washing than before. Artists and Teachers say that they are the only silks that hold their color and look brighter after washing than before.

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Beethoven Conservatory of Music.

ONE OF THE OLDEST AND BEST KNOWN
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All Branches of Music Taught.

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STEAMERS LEAVE DAILY AT 9.30 A.M. AND 7.30 P.M.

SUNDAY EXCURSIONS,

LEAVE 9.30 A.M. AND 2.30 P.M.

Round Trip, 50 Miles, - - - 25 Cents.

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AND **IRON MOUNTAIN ROUTE**

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The Sugar Plantations of **LOUISIANA.**
The Cotton and Grain Fields, the Cattle Ranges and Winter Resorts of **TEXAS.**
Historical and Scenic **OLD and NEW MEXICO.**
And Forms with Its Connections the Popular Winter Route to .. .. **ARIZONA and CALIFORNIA.**

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A Genuine LEHIGH Anthracite Coal

Cross Creek Lehigh

REMARKABLE FOR ITS

Purity, Durability, Small Percentage of Ash and Freedom from Clinker

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WHITAKER & COMPANY,

BOND AND STOCK BROKERS.

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MAILED ON APPLICATION.

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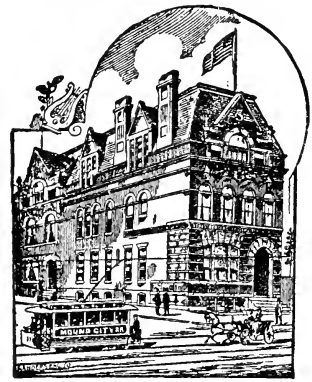
Strassberger's Conservatory of Music

2200 ST. LOUIS AVENUE

Southwest Branch, S.W. Cor. Cleveland and Grand Aves., St. Louis, Mo.



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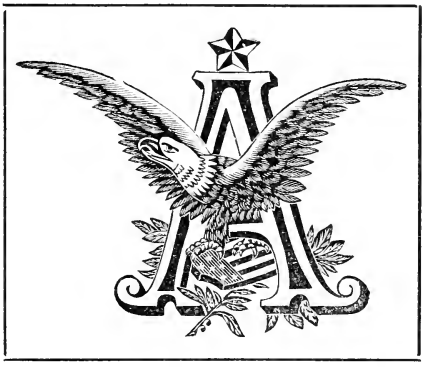
ANHEUSER-BUSCH BREWING ASSOCIATION

Holds the World's Record
For Output and Quality.



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The Original Budweiser
Faust
Black and Tan
Anheuser Standard
Pale Lager

ARE USED BY THE CIVILIZED PEOPLE

AT ALL POINTS OF THE GLOBE.

PREPARED TROPICAL PALMS

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PHONES:

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Ostertag Bros., Florists

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STREET CAR SERVICE TO AND FROM ALL DEPOTS.

LINDELL HOTEL

NEWLY RENOVATED THROUGHOUT.
WITH SPACIOUS ROOMS AND ELEGANT FURNISHINGS.

ALWAYS DRINK

The Choicest Product of the Brewer's Art

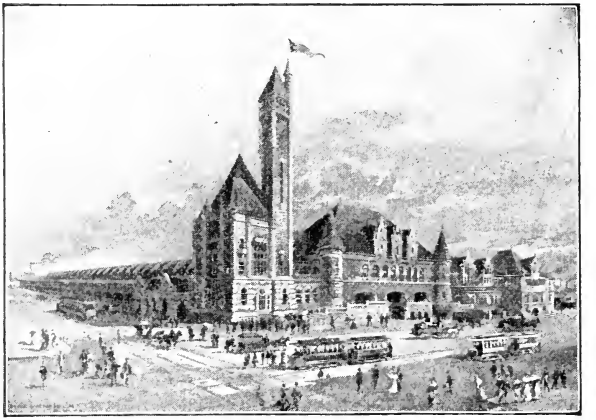
The only American Beer served at the U. S. Pavilion, Paris Exposition.

Lemp's Extra Pale

Served by the Official Caterers of the Pan-American Exposition,

BAILEY CATERING CO.

TERMINAL HOTEL, UNION STATION, ST. LOUIS. Rates, $1 and Upwards.
Rooms Reserved by Telegraph. European Plan.



This Hotel has no equal in the U. S. for comfort, convenience, cleanliness and rates.

"THE NUTSHELL"

Fails to mention as one of the most important in the FIVE HUNDRED FACTS about St. Louis, that FISHER & CO., 714 Chestnut street, sell Dwellings, Vacant Lots, Investment and Business Property cheaper than anyone else can, and gives one to one thousand years' time on the purchase money, interest at 5 per cent.

BUY AND SELL ON COMMISSION LOCAL SECURITIES. ALSO LISTED AND UNLISTED SECURITIES IN ALL PRINCIPAL MARKETS.

Francis, Bro. & Co.

214 NORTH FOURTH STREET.

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Government, Steam and Street Railway Bonds.

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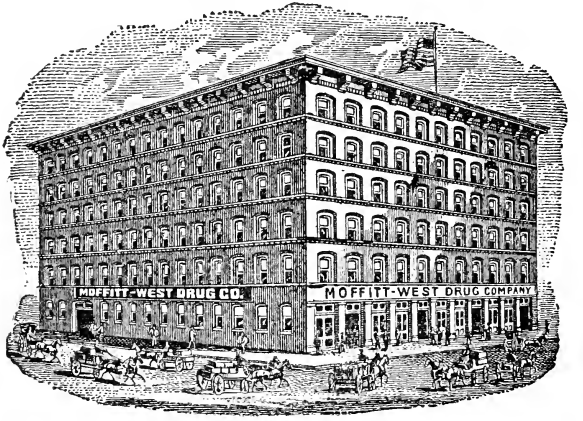

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Paul Jones & Co.

REAL ESTATE AND FINANCIAL AGENTS.

825 CHESTNUT STREET.

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RENTS COLLECTED
SALES NEGOTIATED.

We handle Investment Properties and High-Class Residence Properties,

PAUL JONES & CO.,

REAL ESTATE AND FINANCIAL AGENTS.

Half the Riding Public use

"BANNER BUGGIES."

The other half ought to,

And would if they could only realize what they are missing.

Examine, inspect at your first opportunity, the

EASIEST RIDING,
MEDIUM PRICED,
LIGHT VEHICLE,

now before the trade.

THE BANNER BUGGY COMPANY.

R. E. GARDNER.

St. Louis, Missouri.

MR. JACOB MAHLER'S

CLASSES IN DANCING,

3545 Olive Street.

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OPENS
OCTOBER FIRST.

CLOSES
APRIL FIFTEENTH.

IF YOU EAT

CANDY

TRY

Wenneker's

Prize Medal Chocolate Creams.

GUARANTEED
ABSOLUTELY PURE.

FOR SALE BY FIRST-CLASS DEALERS ONLY.

THE STORY OF A GREAT CITY

IN A NUTSHELL

BY

H. B. WANDELL

CITY EDITOR GLOBE-DEMOCRAT

WORLD'S FAIR EDITION

500
FACTS
ABOUT ST. LOUIS

Louisiana Purchase 1803

World's Fair 1903

COPYRIGHTED

NUTSHELL PUBLISHING CO.
3636 COOK AVENUE ST. LOUIS, MO.

DEDICATION.

To the Progressive People of St. Louis, this little book is most respectfully dedicated, with the suggestion that they bear in mind the Scriptural command found in The Sermon on the Mount—Gospel according to St. Matthew; Chapter V., Verses 14, 15 and 16.

H. B. W.

A City that is set on a hill cannot be hid.

Neither do men light a candle, and put it under a bushel, but on a candlestick; and it giveth light to all that are in the house.

Let your light so shine before men that they may see your good works.

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ST. LOUIS CITY OFFICERS.

1. Mathew Kiely, Chief of Police.
2. Wm. Desmond, Chief of Detectives.
3. Jos. F. Dickman, Sheriff.
4. Rolla Wells, Mayor.
5. Chas. Swingley, Chief Fire Department.
6. Jos. L. Hornsby, President Council.
7. Bernard Dierkes, Auditor.
8. L. F. Hammer, Jr., Collector.
9. James Y. Player, Comptroller.
10. James M. Franciscus, Jr., Treasurer.

"FACTS, I ASSURE YOU."

What St. Louis is and Does:—

Proud of its history.
Owned by St. Louisans.
A typical American city.
Confident of a great future.
Owns its waterworks plant.
Most charitable city in the world.
Most hospitable city on the continent.
The terminus of twenty-four railways.
On the best of terms with all the world.
Independent of Eastern money lenders.
Home of the brainiest and bravest men.
The largest millinery market in America.
Makes 35,000,000 pounds of candy annually.
A city where bank failures do not occur.
The third largest grocery market in America.
The third largest clothing market in America.
Fourth city of the United States in population.
The largest horse and mule market in the world.
The largest hardwood lumber market in America.
A great center for the manufacture of freight cars.
The third largest dry goods market in the country.
Fourth in rank of American manufacturing centers.
Makes more street cars than any other city on earth.
Home of the most beautiful and best-dressed women.
The first city in the world that used electric mail cars.
The second largest shoe distributing point in America.
Reduces its bonded debt at the rate of $375,000 annually.
Manufactures more chairs than any other city in America.
The largest inland coffee distributing center in the Union.
World-famous for its production of wagons and carriages.

America's largest receiving and shipping market for fruits.
The second city in the world in the production of wheat flour.
The commercial metropolis of the richest river basin on earth.
Third in the rank of American furniture manufacturing centers.
Manufactures three-fourths of America's output of plug tobacco.
First city in America to sprinkle its streets by municipal contract.
Ships and sells more than 75,000,000 pounds of barbed wire yearly.
Third city in the United States in the shipment of second-class mail.
The world's greatest distributing center for agricultural implements.
The third city in the United States in the manufacture of furniture.
Manufactures more tobacco than any other city in the United States.
The first city in America that illuminated its streets and alleys uniformly with electricity.
The only city in the world that has held eighteen consecutive and self-supporting expositions.
Leads in the production of reclining chairs.
Leads in the manufacture of boots and shoes.
Leads in the manufacture of hats for America.
Leads in the manufacture of caps for America.
Leads in the manufacture of gloves in America.
Leads in the manufacture of caskets and coffins.
Leads in the output of American-made chemicals.
Leads in the manufacture of crackers for the world.
Leads in the manufacture of jeans clothing for America.
Leads in the production of America's proprietary medicines.
Leads in the manufacture of trunks for the western hemisphere.
Leads in the saddlery and harness business of the United States.
Leads in the sale of bags and bagging for the western hemisphere.

St. Louis Has:—

Population 575,238.
6,500 factories of all kinds.
A river front of 19.15 mile.
432.08 miles improved streets.
An area of 62½ square miles.
20 public parks; acreage 2176.59.
The best credit of any city in America.
$5,000,000 invested in public school property.
Several profit sharing concerns on a large scale.
A waterworks plant which cost more than $30,000,000.
An average elevation above the level of the sea of 504 feet.
A bank and trust company capitalization and surplus aggregating $42,785,537.
Largest wholesale shipping station in the world (Cupples' station).
The largest railroad interlocking switch system in the United States.

64 hotels.
41 hospitals.
21 convents.
23 libraries.
3 monasteries.
125 Public schools.
17 Baptist churches.
64 Catholic churches.
102 Parochial schools.
12 Christian churches.
60 asylums, homes, etc.
32 Presbyterian churches.
20 Congregational churches.
13 Southern Methodist churches.
19 Methodist Episcopal churches.
22 Protestant Episcopal churches.
24 German Evangelical churches.
6 Orthodox Hebrew congregations.
4 Reformed Hebrew congregations.
5 English Evangelical Lutheran churches.
18 German Evangelical Lutheran churches.
97 churches of various denominations not otherwise listed.
54 academies and colleges (classical, scientific and business).
48 Masonic bodies.
20 lodges Harugari.
14 Turners' societies.
6 camps Sons of Veterans.
43 Odd Fellows lodges, etc.
25 councils Royal Arcanum.
19 lodges Sons of Hermann.
31 councils Chosen Friends.
21 lodges Knights of Honor.
20 councils Legion of Honor.
9 corps Women's Relief Corps.
38 Knights of Pythias lodges, etc.
16 camps Woodmen of the World.
27 tents Knights of the Maccabees.
22 councils Knights of Father Mathew.
65 lodges Knights and Ladies of Honor.
36 branches Catholic Knights of America.
11 groves United Ancient Order of Druids.
65 lodges Ancient Order of United Workmen.
10 councils Junior Order United American Mechanics.
9 posts and national headquarters Grand Army of the Republic.
Greatest steel arch bridge in the world (The Eads), costing $10,000,000.

488 miles of sewers.
42 singing societies
11 public gymnasiums.
130 labor organizations.
267 regular publications.
39 fire engine companies.
200 building associations.
One street 15.2 miles long.
19 rowing and athletic clubs.
One sewer 24 feet in diameter.
One sewer 30 feet in diameter.
12 hook and ladder companies.
The largest brewery in America.
The finest street cars in the world.
The only rubber factory in the West.
The world's largest cracker factory.
The largest lead works in the world.
The largest drug house in the world.
The largest brick works in the world.
The largest electric plant in America.
The finest botanical garden in America.
The largest railroad station in the world.
The largest iron rail factory in the world.
The largest hardware house in the world.
The largest sewer-pipe factory in America.
The largest white lead factory in the world.
The largest shoe house in the United States.
The largest woodenware house in the world.
The largest boot and shoe factory in America.
The largest terra cotta factory in the country.
The two largest tobacco factories in the world.
The largest stove and range factories on earth.
The largest jeans clothing factory in the world.
The largest tinware stamping plant in America.
The largest street car factories in the United States.
The largest exclusively carpet house in the country.
Boot and shoe trade amounting annually to $37,500,000.
The largest permanent hall in the West (The Coliseum).
A bag and bagging trade amounting annually to $3,700,000.
A trade in caskets and coffins amounting annually to $3,400,000.
14 private grain elevators; aggregate capacity 1,935,000 bushels.
10 public grain elevators with a total capacity of 8,700,000 bushels.
More miles of streets that are sprinkled than any other city in America.
Manufactures more extensive than those of Kansas City, Omaha, Denver and San Francisco combined.

450 miles of street railroads.
616.0208 miles of water mains.
108.04 miles of improved alleys.
6.8 miles of wood paved streets.
432.08 miles of improved streets.
207.35 miles of unimproved alleys.
13.16 miles of brick-paved streets.
441.62 miles of unimproved streets.
11.89 miles of asphalt-paved streets.
The tallest shot-tower in America.
50.36 miles of granite-paved streets.
10 garden theaters open in summer.
263.19 miles of macadamized streets.
8 regular theaters running in season.
119 miles underground wire conduits.
Annual flour trade amounting to $3,500,000.
Annual beer trade amounting to $18,000,000.
Annual candy trade amounting to $3,750,000.
Annual grocery trade amounting to $75,000,000.
Annual lumber trade amounting to $13,500,000.
Annual millinery trade amounting to $7,000,000.
Annual furniture trade amounting to $36,000,000.
Annual hardware trade amounting to $31,500,000.
Annual wooden ware trade amounting to $8,500,000.
Annual stove and range trade amounting to $2,700,000.
Annual piano and organ trade amounting to $2,800,000.
Annual trade in jeans clothing amounting to $3,750,000.
Annual hat, cap and glove trade amounting to $4,500,000.
Annual tobacco and cigar trade amounting to $40,000,000.
Annual paint and paint oil trade amounting to $6,000,000.
Annual glass and glassware trade amounting to $5,500,000.
Annual saddlery and harness trade amounting to $5,000,000.
Annual dry goods and notions trade amounting to $80,000,000.
Annual trade in drugs, chemicals, etc., amounting to $35,000,000.
Annual iron and heavy hardware trade amounting to $12,500,000.
Annual brick, terra cotta and clay product trade amounting to $4,000,000.
Annual agricultural machinery and vehicle trade amounting to $18,000,000.
A river traffic with merchandise receipts and shipments aggregating 757,590 tons (in 1900).
Manufacturing industries, the value of whose products amounts to $350,000,000.
Annual electrical trade, the sales of machinery, goods and supplies of which amount to $23,000,000.
Two tobacco factories, either one of which pays more government taxes than any in any other city.

A courthouse that cost $2,200,000.
25 business exchanges and trade guilds.
An average annual rainfall of 38 inches.
A public library containg 140,000 volumes.
4.63 miles of novaculite street pavements.
Most beautiful public park (Tower Grove).
Water supply of 100,000,000 gallons per day.
79.86 miles of common telford-paved streets.
The second largest public park in the world.
Annual income from water licenses $1,600,000.
A brewery output of 2,283,603 barrels of beer.
One hall with a possible seating capacity of 15,000.
An annual death rate of only 15.5 per thousand.
1391 policemen (including chiefs, captains, etc.)
More than 150 public eleemosynary institutions.
A railroad station building covering 11.10 acres,
2.90 miles of street paved with improved telford.
Water consumption of 61,000,000 gallons per day.
A flour industry that produced 1,346,059 barrels in 1900.
More miles of paved streets than any other American city.
A tobacco industry with an output in 1900 of 79,294,957 pounds.
The largest electric incandescent light station in the United States.
Longer annual period of sunshine than either New York or Chicago.

A Few Historical Facts:—

St. Louis' census in 1840 showed a population of 16,469.
St. Louis' census in 1850 showed a population of 77,860.
St. Louis' census in 1860 showed a population of 160,773.
St. Louis' census in 1870 showed a population of 310,864.
St. Louis' census in 1880 showed a population of 350,518.
St. Louis' census in 1890 showed a population of 451,770.
First steamboat built in St. Louis in 1842.
St. Louis' city hospital was opened in 1847.
Lafayette Park acquired by St. Louis in 1844
The Mercantile Library was founded in 1846.
St. Louis' first harbor master appointed in 1843.
St. Louis' first health department created in 1843.
Bellefontaine Cemetery incorporated in May, 1849.
St. Louis' first public school building erected in 1846.
St. Louis' first street commissioner appointed in 1843.
St. Louis' first daily newspaper (*The Herald*) appeared in 1834.
Merchants' Exchange Building on Walnut Street erected in 1856-57
First overland mail for California left St Louis on September 16, 1858.

St. Louis Normal School opened in 1857.
Aaron Burr visited St. Louis in July, 1805.
Christian Brothers' College opened in 1851.
Academy of Science Library founded in 1856.
St. Louis' public library was founded in 1865.
Missouri School for the Blind opened in 1851.
St. Louis' first underground sewer built in 1850.
St. Louis' paid fire department established in 1857.
Missouri Historical Society was established in 1865.
Tower Grove Park was donated to St. Louis in 1869.
" Year of the Great Flood " in St. Louis (June), 1785.
St. Louis was made a port of entry under act of 1870.
St. Louis' first Episcopal Church was erected in 1825.
In 1824, St. Louis' first Presbyterian Church was built.
St. Louis' fire alarm telegraph put in operation in 1858.
St. Louis' public school system was inaugurated in 1815.
The Spanish took possession of St. Louis on August 11, 1768.
In 1833 occurred St. Louis' first election of school directors.
St. Louis was granted a charter as a city on December 9, 1822.
The first newspaper printed in St. Louis was published in 1808.
St. Louis became United States soil by the treaty of April 30, 1803.
St. Louis' first daily mail from the East arrived in September, 1836.
Construction of St. Louis' courthouse was commenced in 1839.
Construction of St. Louis' courthouse was completed in July, 1862.
St. Louis' metropolitan police force was established by legislative act In 1861.
The People's Party National Convention of 1896 was held in St. Louis on July 25.
In 1896, St. Louis' vote for President was: Republican, 65,708; Democrat, 50,091.
In 1892, St. Louis' vote for President was: Republican, 35,528; Democrat, 34,669: Populist, 695; Prohibition, 247.
The Democratic National Convention held in St. Louis in June, 1876, nominated Samuel J. Tilden for President.
The Republican National Convention of 1896 was held in St. Louis on June 18, and nominated William McKinley.
In 1888, St. Louis' vote for President was: Republican, 33,252; Democrat, 27,401; Populist, 173; Union Labor, 1,796.
Grover Cleveland was nominated for President by the Democratic National Convention in St. Louis in June, 1888.
In 1898, St. Louis' vote for Judge of the Supreme Court was: Republican, 48,900; Democrat, 39,697; Populist, 220; Prohibition, 88.
In 1894, St. Louis' vote for Supreme Court Judge was: Democrat, 29,113; Republican, 32,290; Populist, 680: Prohibitionist, 236; Socialist Labor, 1,357.

St. Louis was founded on February 14, 1764.
St. Louis' first bank was established in 1816.
St. Louis' first post-master was Rufus Easton.
St. Louis' first brick house was erected in 1813.
The Eads Bridge was dedicated on July 4, 1874.
In 1822, St. Louis purchased its first fire engine.
St. Louis suffered from cholera epidemic in 1832.
In 1804, St. Louis' first post office was established.
The Southern hotel fire occurred on April 11, 1877.
In 1818, the first street paving was laid in St. Louis.
St. Louis' first Methodist Church was erected in 1821.
In 1821, St. Louis' first brick-paved sidewalk was laid.
Martial law was declared in St. Louis on August 14, 1861.
St. Louis was incorporated as a town on November 9, 1809.
St. Louis was swept by a devastating tornado May 27, 1896.
A Federal mint branch was established in St. Louis in 1829.
The Marquis de Lafayette visited St. Louis on April 29, 1825.
Washington University was chartered in 1853 and opened in 1859.
Pierre Laclede Liguest, founder of St. Louis, died on June 20, 1778.
St. Louis reverted to French dominion by the treaty of October 1, 1800.
In 1830, construction of St. Louis' first waterworks plants was begun.
The first directory of St. Louis was published by John A. Paxton in 1821.
On December 7, 1812, the first territorial general assembly met in St. Louis.
In 1832, St. Louis received it first supply of water from municipal works.
St. Louis' first American court of justice was established in the winter of 1804-5.
First line of telegraph from the East reached St. Louis in December, 1847.
The first steamboat to reach St. Louis was the Pike, which arrived on August 2, 1815.
On May 26, 1780, St. Louis was attacked by Indians and a half a dozen residents slain.
Pierre Laclede Liguest, aided by Auguste Chouteau, selected the site which became St. Louis.
The first overland mail from California (24 days 18½ hours) arrived at St. Louis on October 9, 1858.
The first English school in St. Louis was opened by Messrs. Ratchford and George Tompkins in 1808.
The municipality of St. Louis was separated from the County of St. Louis under legislative act of 1875.
St. Louis' first American governor was Capt. Amos Stoddard, whose jurisdiction included the whole territory of Lousiana.

St. Louis' first theater was erected in 1819.
In 1822, St. Louis had a population of 4,800.
The first railroad entered St. Louis in 1851.
In 1801, St. Louis was visited by a smallpox epidemic.
Pontiac, the great Indian chief, visited St. Louis in 1769.
In 1799, a census of St. Louis showed a population of 925.
The first term of the St. Louis University opened on November 2, 1829.
St. Louis' greatest fire occurred on May 17, 1849, the loss aggregating $3,000,000.
Missouri's first constitutional convention was held in St. Louis on September 18, 1820.
Francis L. McIntosh, Missouri's first victim of lynch law, was burned to death in St. Louis in 1836.
The territory of Upper Louisiana was formally transferred to the United States in St. Louis by Amos Stoddard on March 10, 1804.

Do You Know That:—

90 laundries serve St. Louisans?
31 breweries brew St. Louis beer?
St. Louisans drink at 1927 saloons?
St. Louisans eat at 311 restaurants?
Milk is furnished St. Louis by 347 dairies?
Only 53 undertakers bury St. Louis' dead?
St. Louisans buy bread from 468 bakeries?
St. Louis is served by 543 carpenter shops?
St. Louisans are shaved at 846 barber shops?
St. Louisans are attended by 1672 physicians?
St. Louisans patronize 293 blacksmith shops?
St. Louisans buy medicines at 365 drug stores?
St. Louis buys sweets from 259 confectionaries?
St. Louis' legal affairs are adjusted by 737 lawyers?
St. Louisans get their meats from 712 butcher shops?
94 furniture stores supply St. Louis' household goods?
Provisions are sold St. Louisans at 921 retail groceries?
St. Louisans have their clothes made at 603 tailor shops?
St. Louisans buy tobacco at 536 cigar and tobacco stores?
100 livery stables supply horses and vehicles for St. Louisans?
St. Louisans' teeth are cared for by 228 dentist establishments?
Insurance is written for St. Louisans by 262 insurance agencies?
St. Louis houses are decorated by 139 wall paper establishments?
St. Louis women have their gowns made at 1074 dress and cloak-making establishments?
St. Louis' watches are regulated at 174 watch-making establishments?

Gambling is prohibited by law in St. Louis?
47 retail hat stores sell hats to St. Louisans?
St. Louisans buy dry goods at 349 retail stores?
264 plumbing shops aid in St. Louis' sanitation?
St. Louis buildings are painted by 326 paint shops?
St. Louis' 73 miles of public sewerage cost $4,730,000?
The seating capacity of the Century Theater is 1,600?
The seating capacity of the Havlin's Theater is 2,800?
The seating capacity of the Olympic Theater is 2,508?
The seating capacity of the Imperial Theater is 2,048?
The Odeon and Masonic Temple are at Grand and Finney avenues.
The seating capacity of the Columbia Theater is 1,887?
The seating capacity of the Grand Opera House is 2,269?
Beethoven Conservatory is one of the most artistic buildings in St. Louis?
The first Veiled Prophet pageant and ball took place in 1878?
St. Louis has one thousand and seventy-one streets and avenues?
St. Louis' Union Station was formally opened on September 1, 1894?
The corner-stone of St. Louis' Union Station was laid on July 8, 1893?
The first ground was broken for St. Louis' Union Station on April 1, 1892.
The Chamber of Commerce building on Third Street was erected in 1873.
The Grand Commander Knights Templars of Missouri resides in St. Louis?
The seating capacity of Grand Music Hall in the Exposition Building is 3,524?
St. Louis' Union Station grand central hall has a floor area of 8,880 square feet?
Heroic statues of Shakespear, Humboldt and Columbus are in Tower Grove Park?
The statues of Washington, Lafayette and Benton, in Lafayette Park, are world-famous?
More than 250,000,000 pieces of mail were handled in the St. Louis Postoffice during 1900?
The Grand Secretary and Grand Recorder of the State Grand Lodge, Grand Chapter, Grand Encampment, Grand Commandery, Grand Council Royal and Select Masters, and Grand Council O. H. P., Masonic bodies, reside in St. Louis?
Natives of New England, New York, Indiana, Virginia, Ohio, Tennessee, Kentucky and Illinois, resident in St. Louis, have clubs?
St. Louis' longest and largest completed sewer is the Mill Creek, 4.75 miles long, with a 24-foot section, and costing $1,784,000?
The Nielson mulberry in Tower Grove Park grew from a slip cut from the tree that shades Shakespear's tomb at Stratford-on-Avon?

558 music teachers instruct St. Louisans?
19 foreign consuls are located in St. Louis?
The famous Grant statue is in City Hall Park?
St. Louis' sewerage cost to construct $11,392,300.
The High School on Grand Avenue was built in 1893?
142 millinery establishments serve St. Louis' fair sex?
The sites of the present City Hall and Exposition were city parks?
St. Louis has paid out $4,926,087.85 in the purchase of land for parks.
St. Louis' realty transfers in 1900 involved a total value of $25,000,000?
St. Louisans buy their footwear at 726 boot and shoe establishments?

Everybody Ought to Know That:—

Eads Bridge is 6,220 feet in length.
Calvary Cemetery embraces 262 acres.
Bellefontaine Cemetery contains 350 acres.
O'Fallon Park is on Broadway near Bircher.
Carondelet Park is on Ninth Street near Kansas.
The salary of St. Louis' fire chief is $4,000 per annum.
St. Louis' Union Station cost approximately $6,500,000.
The St. Louis *Star* is published at Ninth and Olive streets.
The St. Louis Transit Company is capitalized at $90,000,000.
The St. Louis Exposition has been running eighteen years.
The United States sub-treasury at St. Louis has 19 employes.
United States sub-treasury in Louis handles $105,000,000 a year.
The St. Louis *Republic* has its office at Seventh and Olive streets.
The salary of the United States sub-treasury at St. Louis is $4,500.
The *Amerika* of St. Louis is printed on Third street, near Chestnut.
The *Westliche Post* of St. Louis has its office at Broadway and Market Street.
St. Louis' water supply comes from the Mississippi river at Bissell's Point.
The Christian Brothers' College of St. Louis is noted throughout the world.
St. Louis University, world famous, is located on Grand avenue, between Lindell and West Pine Boulevards.
St. Louis is completing a city hall, the approximate cost of which is $2,000,000.
The St. Louis *Post-Dispatch* is established on Olive between Broadway and Sixth street.
The St. Louis *Globe-Democrat* building is on the southwest corner of Sixth and Pine streets.
The City Hall fronts on Twelfth and Market Streets and Clark Avenue.

St. Louis' largest park contains 1,371.94 acres.
The total cost of the Eads Bridge was $10,000,000.
St. Louis' hog receipts in 1899 numbered 2,156,144.
St. Louis' sheep receipts in 1899 numbered 434,133.
St. Louis' cattle receipts in 1899 numbered 795,800.
The St. Nicholas Hotel is at Eighth and Locust Streets.
St. Louis' wool receipts in 1900 were valued at $8,000,000.
St. Louis' bank clearings in 1900 amounted to $1,688,849,494.
St. Louis' longest east and west street is Arsenal—5.82 miles.
St. Louis' grain receipts in 1900 aggregated 61,144,804 bushels.
St. Louis' public parks represents more than $10,000,000 in values.
St. Louis' longest north and south street is Broadway—15.2 miles.
St. Louis' manufacturing plants represent investments of $700,000,000.
A St. Louis building contains the largest plate-glass window ever made.
The Lindell Hotel is on Washington Avenue between Sixth and Seventh Streets.
The cash receipts of the St. Louis Post Office in 1900 amounted to $2,031,664.
The letters originating in the St. Louis Post Office during 1900 numbered nearly 150,000,000.
The Beers Hotel is on the northwest corner of Grand Avenue and Olive Street.
The Merchants' Bridge stretches from the foot of Ferry Street to the Illinois bank.
The Custom House building is between Olive, Locust, Eighth and Ninth Streets.
St. Louis Court House is between Broadway, Fourth, Chestnut and Market Streets.
The Grand Avenue Hotel is on the southeast corner of Olive Street and Grand Avenue.
St. Louis' manufactured products for 1901 are expected to approach $1,000,000,000 in value.
St. Louis' leading hardware house occupies more floor space than any other building extant.
Washington University is one of the most comprehensive educational institutions in the world.
Fifteen thousand dollars was sent by the Merchants' Exchange to the Johnstown flood sufferers in 1889.
A transfer ticket will take a street car passenger from any part of St. Louis to Shaw's Garden or Forest Park.
The annual interest charges on St. Louis' outstanding municipal debt amounts to $802,209.28, or 4.367 per cent. per annum.
Shaw's Garden is at Tower Grove Avenue and Old Manchester Road.

The Fullerton Building is twelve stories high.
The Carleton Building is ten stories in height.
The Equitable Building is ten stories in height.
The Security Building is eleven stories in height.
The Union Trust Building is fourteen stories high.
The Holland Building is thirteen stories in height.
The Chemical Building is sixteen stories in height.
The Lincoln Trust Building is twelve stories in height.
The Merchants' Bridge of St. Louis was erected in 1889.
Union Station was formally opened on September 1, 1894.
St Louis' cotton receipts in 1900 aggregated 1,011,587 bales.
St. Louis' street railways carried 106,953,411 passengers in 1900.
The Archiepiscopal residence of Archbishop Kain is in St. Louis.
Forest Park main entrance is at Kingshighway and Lindell Boulevard.
Bishop D. S. Tuttle, of the Episcopal Diocese of Missouri, lives in St. Louis.
Illuminating gas is sold to ordinary consumers in St. Louis for $1 per 1,000 feet.
St. Louis erected in 1900, 2,059 houses with an aggregate value of $8,400,000.
Merchants' Exchange has contributed $700,000 for charitable purposes since 1866.
The only shrine in the West blessed by the Pope is at the Visitation Convent, Cabanne.
St. Louis' total city tax, exclusive of public schools and state taxes, is $1.30 per $100 of valuation.
Rev. Dr. J. M. Fitzgerald, Resident Bishop of the Methodist Episcopal Church, lives in St. Louis.
In 1892 Mississippi River flood sufferers were given $54,000 by the St. Louis Merchants' Exchange.
St. Louis' rate of taxation in 1900 was $1.95 per $100 of valuation, which is on a basis of about 60 per cent.
Lafayette Park Presbyterian Sunday-school is the largest in the world, having an enrollment of 2,344 scholars.
Mrs. Elizabeth Avis, founder of the first Methodist missionary society, died recently in St. Louis. She was nearly a hundred years old.
The Presbyterian Women's Board of Missions has a circulating library after which many Eastern societies have modeled their work.
The new $150,000 Second Presbyterian Church has a magnificent series of stained glass windows, each window in honor of a former pastor.
The Presbyterian Church (North) of St. Louis has in the last year contributed $13,560 to home missions and $5,229 to foreign missions.

There are 385 letter carriers in St. Louis.
St. Louis is the home of Ruckstuhl, the sculptor.
St. Louis' Fair Grounds have an area of 143 acres.
St. Louis holds its Forty-first Annual Fair in 1901.
St. Louis received 169,082 horses and mules during 1900.
Tower Grove Park is on Grand near Magnolia Avenue.
There are 75 Christian Endeavor Societies in St. Louis.
The salary of the St. Louis post-master is $6,000 a year.
The finest jewelry palace in the country is in St. Louis.
The Southern Hotel is at Broadway and Walnut Street.
The Union Station is at Eighteenth and Market Streets.
Number of railway postal clerks paid at St. Louis office, 350.
Thirty boys handle the special delivery letters for St. Louis.
Mary N. Murfree (Charles Egbert Craddock) lives in St. Louis.
The total number of employes in the St. Louis post office is 1,380.
Winston Churchill, author of Richard Carvel, lives in St. Louis.
There are 533 clerks and 30 substitute clerks in the St. Louis post office.
The St. Louis Post Office ranks fifth in the country in money receipts.
St. Louis is unique in its interdenominational Woman's Missionary Society.
The St. Louis Post Office ranks first in the country in ratio of expenses to receipts.
A law establishes the rate of cab fare in St. Louis, and provides penalties for violation.
The Four Courts building (Police headquarters) is at Twelfth Street and Clark Avenue.
The $5,000 window at St. James Memorial Church is considered the finest in the West.
Sufferers by the Chicago fire in 1871 received $150,000 from the St. Louis Merchants' Exchange.
St. Louis is the home of Kate Chopin, noted as a writer of charming stories of southern life.
Fee Fee Baptist Church was the first Protestant house of worship west of the Mississippi.
The Eads bridge spans the Mississippi from the foot of Washington Avenue to East St. Louis.
The Southern Methodist Orphans' Home in St. Louis is the best equipped in the country.
The first $5 for the $100,000 Lindell Avenue M. E. Church was subscribed by a washerwoman.
The highest church spire in St Louis is that of St. Alphonsus' Church, 235 feet high; the next, Pilgrim Church, 229 feet; the the next, SS. Peter and Paul's, 222 feet; and the fourth highest is that of the Holy Trinity Catholic Church, 208 feet high.

Susan E. Blow, a St. Louis woman, is famous as the Mother of the Kindergarten in America.

St. Louis' mayor receives a salary of $5,000 per annum.

St. Louis' chief of police receives $5,000 per year in salary.

Texas flood sufferers in 1900 received $80,000 from St. Louis.

The bonded debt of St. Louis at the end of the fiscal year 1899-1900 was only $18,916,278.

The new Holy Trinity Catholic Church is the grandest church building west of New York.

Merchants' Exchange contributed $267,450 for relief of victims of the St. Louis cyclone in 1896.

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LONG before the colonist from Europe had fought and hewed his way to the Valley of the Mississippi, an earlier population selected the present site of St. Louis for urban pursuits. Their customs, habits and lives were altogether unlike those of the Caucasians who succeeded them centuries later; but the geographic and utilitarian advantages of the locality responded as readily to the efforts of the Mound Builders as they did in subsequent ages to the purposes of the pioneer trapper and trader. Archæologists have been unable to fix the precise era in which the Mounds of North America were constructed. But a number of these queer piles—mute messages from a mystic past—have given St. Louis the name of the Mound City.

Aside from the purely speculative interest that clings to these monuments of prehistoric masonry, facts of peculiar significance cluster around the series of mounds which dot the city and its environs. Each mass of strangely-built rock and soil bears silent testimony to

the fact that æons ago an unknown people delved and toiled and breathed and lived where now modern modes of trade and traffic have established a bustling metropolis. Each mound links the judgment of the past with the enterprise of the present in the selection of the site for a great city.

But accepted history is eminently practical, and, eliminating the dreams of theorists on what might have been, tells us that Pierre Laclede Liguest, known to his companions as Laclede, was the founder of St. Louis. It was in 1762 that the New Orleans firm of Maxent, Laclede & Co. obtained from the French Governor General of Louisiana, exclusive control of the fur trade with the Missouri and other tribes of Indians as far North as the River St. Peter. It was necessary to establish a trading post in closer touch with the Indians than New Orleans, and an expedition for that purpose was fitted out. Laclede, the junior member of the firm, was peculiarly qualified for the command of this undertaking, and to him it was intrusted.

Leaving New Orleans on August 3, 1763, the hardy band of frontiersmen under Laclede made their way northward to Fort Chartres, where the goods and stores of the party were put away while the members of the expedition pursued their quest for a satisfactory post site. The journey up the Mississippi had consumed three months. Laclede himself, finding the graceful curve in the Mississippi now marked by the Merchants' and Eads' Bridges, declared that he would seek no farther. Returning to Fort Chartres, he an-

nounced that he had "found a situation where he intended to establish a settlement which might become hereafter one of the finest cities in America."

But a rigorous winter intervened, and it was not until February 14, 1764, that Auguste Chouteau, then in his fourteenth year, arrived on the site of the future St. Louis with thirty men belonging to Laclede's expedition. Chouteau, though a beardless youth, was one of those prodigies of pioneer days to whom age merely meant seasoning; and it was not regarded as extraordinary at the time that he should be given charge of the clearing party. So, while Laclede is recorded as the founder of St. Louis, it was Auguste Chouteau who directed the felling of the first tree on the tract now occupied by St. Louis.

A tool shed and several log cabins were put together in an open space which was afterward platted into the block now bounded by Washington Avenue, Broadway, St. Charles and Sixth Streets. The settlement was named by Laclede himself. Though the territory had been ceded to Spain in 1762, Laclede—a native of Bion, in Southern France—named the trading post after the patron saint of his sovereign, Louis XV. There was no disposition among the hardy pioneers to transfer their allegiance to the Spanish throne, and in their own rough, honest ways they set about the task of establishing law and order without the aid of the governments across the sea.

On August 11, 1768, Rios arrived to take charge of the colony for Spain, under the authority of Don Juan

de Ulloe, viceroy of Louisiana. But the settlers were hostile to Spanish sway, and Rios, exercising rare tact, avoided any rupture by neglecting to assert with anything akin to ostentation the sovereignty of the crown of Spain. So profitless was this occupation that on July 17, 1769, Spanish troops were withdrawn from Upper Louisiana.

During this period the people of St. Louis were living under a unique local administration. They had given to St. Ange de Bellerive the authority of governor, but he was reluctant to assume all the responsibilities attaching to such office. Maintaining a wise military supervision over the affairs of the settlement, he was aided in the discharge of his civil functions by Judge Lefebvre Inglebert Desbruisseau and Joseph Labusciere. This democratic triune inaugurated the system of registering land grants in 1766, Labusciere officiating as notary.

It was in 1770 that the Spaniards formally took charge of the territory, Don Pedro Piernos assuming the governorship. The annals of those days would find fitter place in the pages of romance than in the less flowered records of simple history. Chivalry, courage, hardihood and perilous emprises of varied character and purpose make up most of the anecdotes of that time. The adventurous courtier of Europe, the sun-tinted chieftain of the forest, the silent trapper and the hardy frontiersman met on common terms in the Mississippi trading post. Here came the famous Pontiac to visit friends, and being murdered while on

an excursion to Cahokia, here his remains were buried.

St. Louis, together with the rest of the great province of Louisiana, was restored to French sovereignty by the treaty cession of 1800, and three years later through purchase from Napoleon became part of the United States of America.

Through all the turmoil and carnage that distracted the western hemisphere during those trying years, the trading post thrived with relatively rare fortune. Only one Indian attack was suffered in that time—on May 26, 1780—when six of the settlers were slain. Tradition has it that the massacre would have become general had not the plans of the redskins miscarried.

The first marriage ceremony performed in St. Louis was solemnized on April 20, 1766. The first newspaper of the settlement was established in 1808. The first brick house which the town could boast was erected in 1813, followed three years later by the establishment of St. Louis' first banking institution. In 1817 the people of this frontier settlement heard the whistle of the first steamboat that reached St. Louis, and in the same year the first board of school trustees was organized. The settlement was incorporated as a town in 1809, and was chartered as a city in 1822. Ten years later an epidemic of cholera desolated many homes in the growing city, and in 1849 there was another visitation of this dread plague, and about the same time there was a great fire that destroyed the business section of the city. In 1851, while St. Louis was yet engaged in shaking off the in-

dustrial lethargy produced by the joint calamity of epidemic and conflagration two years before, the first railroad built in the Mississippi valley entered the Mound City.

The shock of civil war and the travail and distress of financial panics affected, but they did not stop, the progress of the city. Passing with its sister cities through the national trials and adversities that have befallen the country, St. Louis has been always one of the first to extend aid to the helpless and sympathy to the afflicted. Sharing, too, in the national triumphs and fortunes, St. Louis has outstripped most of her sister cities in growth and advancement, until now, on the threshold of a new century, a world's interest is turning toward the metropolis that is to celebrate with an historic exposition the entry of the Louisiana territory into the dominion of the "Stars and Stripes."

On May 27, 1896, St. Louis was swept by a tornado. The terrible storm caused the sacrifice of nearly as many lives in the town of East St. Louis, across the Mississippi, as were lost in the Mound City; but here it was that the greatest financial damage was suffered. Though there can be no accurate record of the casualties caused by the tornado, it is estimated that 215 lives were blotted out and 1,000 persons injured in St. Louis. The money loss approximated $15,000,000. Reaching across the Mississippi River, where it destroyed part of the approach to the Eads Bridge, the terrific storm hurled itself through the south central part of the city, demolishing houses and destroying every-

thing in its path. For several days the community was stunned by the shock. The City Hospital had been razed and the telegraph, telephone, lighting and transit facilities of the community were crippled. But scarcely had the outside world been acquainted with the true extent of the horror before St. Louis arose to the awful occasion. The work of rehabilitation started with the work of rescue and relief. Other cities offered aid, but the mayor of St. Louis declined it. Of course, assistance came in various ways, but practically through her own resources St. Louis picked her way out of the debris and ruins and reared her head aloft, prouder, more beautiful and self-reliant than before.

ST. LOUIS TO-DAY

TOO far north to be a Southern city, and too southern in its social characteristics to be a Northern city; with all the polish and finish of an Eastern center, and yet toned by all the warmth and spirit and verve of a Western metropolis, St. Louis cannot be exclusively claimed by one section.

"Neither Northern nor Southern, neither Eastern nor Western, but just an all-American city." This is the description proudly applied to his home by a St. Louisan. It reflects with rare accuracy the virtues and merits of the Mound City. And current history impregnates St. Louis' Americanism with an important significance—a significance that will appeal to the civilized universe through the medium of a World's Fair.

St. Louis has entered the new century with Progress and Advancement for her handmaidens. Incrested on her diadem of industry is the flaming legend, "Nothing Impossible." The center of universal interest is gravitating toward this forward-pointing figure.

And no historic enterprise has promised better or more extensive compensation for the interest of civilized peoples than is contained in the plans for St. Louis' World's Fair—an universal exposition in a thoroughly American city to commemorate a thoroughly American event.

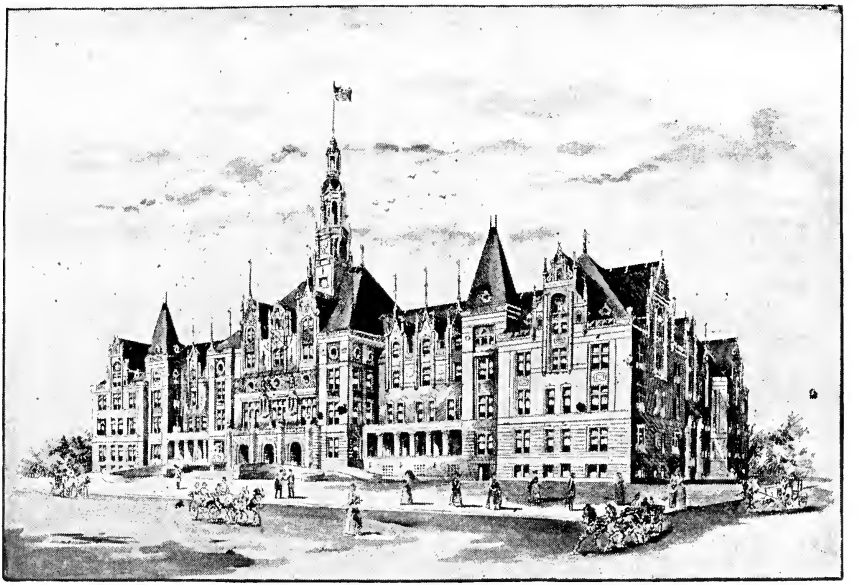
On April 30, 1803, was consummated the purchase from France of the Louisiana Territory, than which no section of the United States has since done more to increase the puissance of American enterprise or to enrich the possibilities of Columbia's future. It is to celebrate the centennial anniversary of this historic event that St. Louis has taken the lead in the movement for a commemorative international exposition. As the city selected to be the scene of a World's Fair, surpassing in importance and grandeur any previous undertaking of its kind, St. Louis ceases to present merely local interests. It assumes the complexion of the vast domain for which the enterprise stands representative. It becomes the hub of that great, tremendously resourceful and incalculably energetic area once comprised in the Louisiana purchase, but now more properly described, in an inclusive sense, as the Transmississippi States.

St. Louis' strides to the front rank of world's cities were accompanied by an equal advancement on the part of the great section of which she is the metropolis. In the onward career of the United States during the past century, and particularly during the current generation, no region has shared more fully than the

Transmississippi States. The census of 1890 showed that the increase of wealth in the Transmississippi section for the decade ended with that year was 470.19 per cent, while the enhancement of property in the remainder of the Union during the same period was only 222.67 per cent. During the thirty years ended with 1890 more than half of the national increase of population of 99.16 per cent was in the Mississippi River states and west thereof.

The Mound City itself, at the beginning of the century, finds itself in the midst of the country's centers of production and population. The center of area is west of her, in Smith County, Kan.; the center of population, constantly moving westward, was, in 1890, in Decatur County, Ind.; the center of wheat production that year was in Hancock County, Ill., close to the border of Iowa; the center of corn production was in Lewis County, Mo.; and the center of manufactures was near Canton, O., pursuing a westerly trend.

But the relatively phenomenal growth of St. Louis cannot be better indicated than by the fact that in forty years its assessed valuation has increased nearly eight fold. In 1860 the municipal assessor's rolls showed property valued at $57,537,415; in 1880 the figures were $160,493,000; in 1896, $345,940,150; and in 1900, $380,779,280. Even more remarkable is the tremendous swelling of the volume of St. Louis' manufactures. In 1860 the value of the city's manufactured products aggregated $27,000,000. Since then they have increased more than 1000 per cent, so that for



CITY HALL.

the year 1901 their value becomes beyond the accuracy of computation, and well-informed men hazard the estimate that the amount will approach a billion dollars. In 1880 the value of these products was $114,333,375; in 1895 it was $300,000,000, and in 1900 it was $350,000,000.

It would be difficult for the most fanciful imagination to conceive a picture of progress equal in scope and extent to that offered by the St. Louis of to-day as compared with the trading post founded by Pierre Laclede Liguest. From a settlement of a few scores of inhabitants it has worked its way by bounds and leaps into the fourth rank of American cities, with a population in round numbers of 600,000. This count does not include adjacent towns and residence districts reached by electric cars. Counting these, the population of St. Louis approaches the 800,000 mark. The remote trading post of the eighteenth century has become a trade, financial, manufacturing, industrial and social center whose influence and importance are felt in the furthermost circles of civilization. St. Louis trade-marks penetrate to the antipodes and find their way to Kamschatka; they are sought in the marts of Europe and are found as well in the shops of the Caucasus and the Ind; they carry fixed values to the trader of Africa and are common in the markets of South America. St. Louis capital has quickened the pulse of industry in every quarter of the globe; St. Louis manufactures are sold to every people of every tongue who barter and trade with civilization; St. Louis banks and

financial institutions rate in every counting-house of the world as first-class, solid institutions.

With a people whose intelligence and virtues are reflected by social standards than which there are none higher or more liberal in Christendom; with an enterprise and thrift that are typified by the marvelous growth of the city herself; with a wealth that finds its proof not only inside her corporate limits but on the bourses of Europe as well as in the stock exchanges of all America; with a business conservatism that has given her name to proverbial use among financiers; with every adjunct of the highest order of civilization—schools, art galleries, universities, libraries, musical conservatories, churches, hospitals, technical academies, scientific exhibits and an annual exposition and fair, St. Louis is proud of her distinction as the most American of American cities.

And in this pride, confident of her unfailing capabilities and resources, dowered with the trust of her sister cities and inspired by her eager interest of a nation and the attention of a whole world, she is preparing to set the crowning jewel in her crest—the record of the Louisiana Purchase Commemorative Exposition of 1903.

FREE CITY OF THE WEST

THERE is no feature of community life that holds forth more importance than that of the common government. In this regard, St. Louis is at once unique and interesting. It is an independent municipality, sometimes termed the Free City of the West.

In an era of intermingling judiciaries and executive functions, St. Louis is peculiarly untrammeled by any of the elaborate technicalities that go to confuse the corporate entities of most cities with the workings of county affairs. The Mound City has its own judiciary, its own legislature and its own executive, re-enforced by an ample constabulary and all those elements that belong to and are necessary for the maintenance of law, order and security. Indeed, St. Louis is unusually fortunate in its method of municipal government. The city administration is modeled after the best plan of government in the world—that of the United States. There are three divisions of authority: the legislative, judicial and executive. The first named is vested in

two houses—fashioned after the national Congress—and the executive. The lower House is composed of Delegates, the apportionment of whom is fixed at one for each ward. The upper chamber or City Council is composed of twelve councilmen chosen from the city at large. The judicial authority is exercised by circuit, criminal, correctional, police and justice courts, the territorial jurisdictions of which are co-extensive with the city limits. The executive authority is vested in the mayor, who serves for four years, as do also the Councilmen, while the Delegates are chosen biennially.

St. Louis has its own shrievalty, its own coroner, its own assessor, its own collector, its own constables and all of those offices which in other cities are compelled to divide their attentions between county and municipal matters. Beside these there are located in St. Louis the headquarters of the United States Circuit Court for the Eighth Judicial Circuit, the United States District Court, the United States Circuit Court of Appeals and the St. Louis Court of Appeals. The position of the city and its importance as the metropolis of the state have caused the headquarters of various officials to be established here instead of at the state capital. Among these offices headquartered in St. Louis are those of the State Board of Health, the Inspector of Oils, the State Grain Inspection Department, the Excise Commissioner, the Barbers' Examining Board, the Department of Beer Inspection, the Fish Commissioner, Bureau of Labor Statistics, the Tobacco Inspector and the Butterine Inspector.

No community is desirable for residence purposes unless it offers those safeguards for peace and security which every householder demands from a well regulated government. In these features of municipal life, St. Louis is peculiarly fortunate. Its police department has for decades enjoyed a reputation ominous to evil-doers and gratifying to law-abiders. Its detective department has run down the culprits in some of the most mysterious cases contained in criminal annals. The annual expenditure for the police force approximates $1,265,000, representing the salaries of 850 regular patrolmen, 250 probationary patrolmen, twelve captains, twelve lieutenants, thirty-five turnkeys, ten patrol wagon drivers, 100 sergeants and twenty-five detectives, beside the chief and assistants chief of police, chief and assistant chief of detectives, and the superintendent of the Bertillon system. The department was reorganized under a state law on August 21, 1899.

Every public need and convenience has been provided for, and St. Louis has a water supply double in capacity to the present consumption. The source of this supply is in the Mississippi River. The waterworks became municipal property in 1835. The water is drawn chiefly from the river at the Chain of Rocks, at the extreme northern limit of the city. From the settling basins it flows by gravity to a system of reservoirs, whence it is pumped through standpipes and the distributing conduits to the main reservoir. The main conduit is seven miles long, with a carrying capacity of 100,000,000 gallons per day. There are

additional pumps for high-service needs. There are more than 4,000 water-meters in the city and fully 500 fire hydrants.

Ranking among the best fire departments in the world is St. Louis' corps of flame-fighters. Indeed, the Mound City's fire department service has won the encomiums of officials the world over. Its best commendation is found in its surpassingly effective record and in the low fire insurance rates that are granted on St. Louis buildings. The municipal fire department embraces thirty-nine engine companies, twelve hook and ladder companies and two water towers. Its system of control is sedulously maintained on a basis of merit so regulated as to procure the best possible results. Every appliance that modern ingenuity can suggest to facilitate the work of the fire-fighters has been added to the department, among the valuable adjuncts of which is a telegraph signal service that enables the transmission of alarms with the certain accuracy of infallible mechanism and with the marvelous rapidity of electricity. In addition, there is the Salvage Corps, maintained by the local underwriters for the purpose of minimizing property losses. This energetic brigade works with the fire laddies, but not to extinguish the flames. Dashing into burning structures, its members exert themselves to protect goods from damage by water. Tarpaulin sheets are thrown over the more valuable contents of buildings, while asbestos spreads are employed wherever they are available. Altogether, St. Louis' fire department is a model organization.

However amply St. Louis be provided with governmental agencies for the security of the community, its correctional and eleemosynary institutions are no less generous in proportions and capacities. In addition to the municipal establishments, there are scores of charitable concerns, instituted and operated by organizations of every character and purpose. In addition to the City and Female Hospitals, the municipality numbers among its institutions the Quarantine and Small-pox Hospital, the Insane Asylum, the City Poorhouse, the Workhouse and the House of Refuge. Among these the Female Hospital stands out as an unusual eleemosynary establishment, conducted, as it is, exclusively for women.

Asylums, convents, hospitals, dispensaries, havens of refuge for unfortunates, homes for orphans, and sheltering abodes for all manners and kinds of frailer persons—deaf, dumb, blind, crippled and destitute—are distributed throughout the city to the number of more than 150. Nearly all of these are conducted by organizations solely intended for charitable purposes. Others form adjuncts to societies with more material aims, but all serve the one end of aiding and caring for the unfortunate. The fact that there is very little actual poverty in St. Louis is explained by the systematic work done by the Provident Association, the St. Vincent de Paul Society, and the Hebrew Relief Society, three great charitable organizations conducted respectively by the Protestants, Catholics and Hebrews.

A FINANCIAL FORTRESS.

"PEACE hath Her victories no less renowned than War." In reckoning the world's military resources, no asset stands forth with a show of more intrinsic importance than Britain's possession of Gibraltar. That rock-ribbed, rock-boweled, rock-rooted fortress gives to England a strength of leverage that, in the light of war values, is possessed by no holding of any other power.

What Gibraltar is to Britain's political puissance, St. Louis is to America's financial solidity. The art and ingenuity which have improved the strength of the natural fortress that frowns above the Straits of Gibraltar, can scarcely deserve a moiety of the credit due the integrity, energy, enterprise and well-tempered conservatism which have established in the world's greatest republic its financial Gibraltar. The battlemented structure is a sinister monument to War's horrors; the great city, no less a factor of national strength, is a smiling promise of beneficent resource. A whole world

shudders at the ugly menace of the fortress' guns; a happy people count with conscious pride the vast elements of progress and prosperity that are garnered in the bustling thoroughfares of the great city. The Gibraltar of the Rocks is the world's greatest concentration of destructive agencies; the Financial Gibraltar of the Western Plains is the world's greatest concentration of constructive capacities.

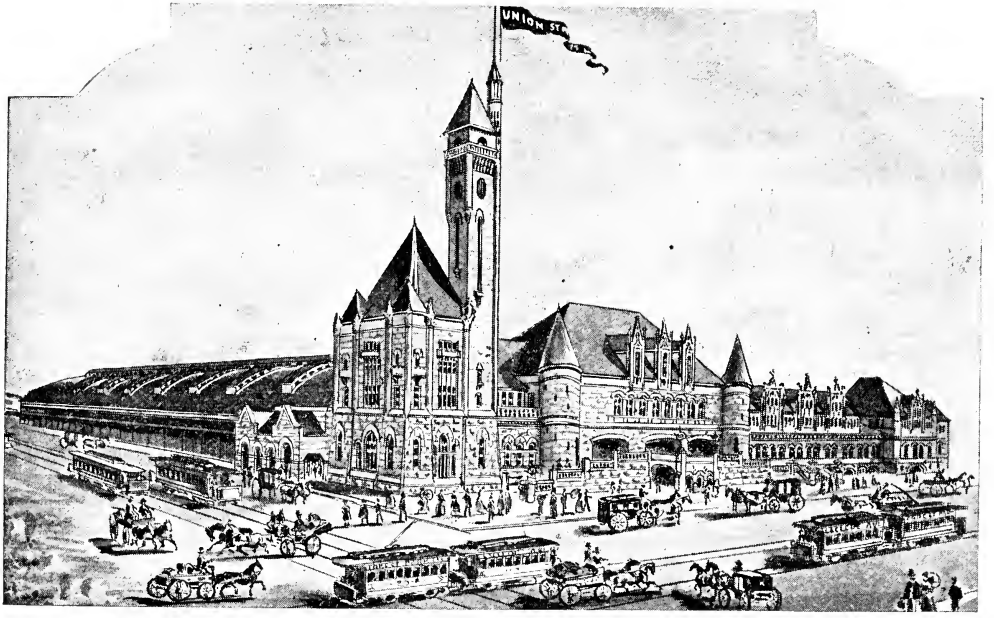
In everything that pertains to finances, St. Louis can be fully described only with superlative terms. Statisticians assert that the per capita wealth of the Mound City is the largest of any municipality in the world. This would mean that in real and personal property it is the wealthiest community that the sun brightens. With a population of 600,000, it has an assessed valuation of $380,779,280. The rate of assessment is 60 per cent of the real value, giving the city a wealth, fairly estimated, of about $700,000,000.

But it is not only in the holdings of real and personal estates that St. Louisans find the firmest anchorage for the financial superiority of their city. The solidity of its institutions, the world-noted integrity of its business men and the commercial confidence that its name inspires throughout the country win St. Louis' preeminence. Monetary panics may rock and shake the money centers of other sections; failure and reverse may paralyze the trade of other cities; financial syncope may come to the mercantile life of other places; but amid the crashing of values and the tumbling of prices, St. Louis has always presented, will always present, the firm front of an unimpaired credit.

No better instance of this could be given than by the records of the money stress that perturbed the United States during the early part of the decade just ended. Despite the gloom and hysteria that pervaded business circles from one end of the nation to the other, and even communicated their distressful influences to the financial activities of Europe, the progress of the Mound City continued. Arrested in a measure, of course, by the stoppage of trade throughout the immense industrial and agricultural area of which it is the hub, the severest shocks were not sufficient to totally suspend the city's onward march.

The percentage of failures was smaller and the depreciation of values less extensive in St. Louis than in any other of the American business centers. And when the revival did come, and forges flashed again with the fires of renewed industry, and the nation exulted in a new era of prosperity, it was St. Louis that bounded to the forefront of commercial expansion. It was she who rode the crest of the onsweeping current of business rehabilitation, while the strength of her investments and the support of her patronage bore on to restored solvency and success her vast tributary sections.

Capitalists of other cities and other countries have marveled at the stability of St. Louis' resources and, marveling, sought the reason. Their answer is contained in the balance of her business men and the equipoise of her financiers. With a conservatism that is a contrast beside fogyism, they are always ready to fos-



UNION STATION.

ter new enterprises and engage in new ventures. Novelty does not deter them; all they require is that the investment be legitimate and reasonably safe.

"Gilt-edge" is the description given St. Louis securities in every exchange and bourse of the world. The public and private credit of the city has come to constitute a financial maxim. It is the index to the sources of the community's money strength. St. Louis has for generations stood in the lexicon of finances for soundness. A merchant in the remotest corner of the trade world is predisposed in favor of a credit transaction with a dealer whose environment bespeaks integrity. For this reason, it has been easy for St. Louis capitalists and wholesalers to reach out for the custom, concessions and business of the furthest regions. St. Louis capital has flowed through the channels of development into South America, Africa, Asia, and even far-off Australasia.

It is no wonder, then, that the enormous task of financing a World's Fair, the disbursements in connection with which are practically certain to reach the tremendous aggregate of $50,000,000, is confidently intrusted to the business leaders of such a city. As the name, St. Louis, attached to any asset, is a certain warrant of worth, so the fact that St. Louis is to devote its energies and genius to the Louisiana Purchase Centennial Exposition is a guaranty of the success of that enterprise.

At the end of the fiscal year 1899-1900 the outstanding bonded debt of the municipality of St. Louis

amounted to $18,916,278.30, beside $189,315.59 advanced out of the treasury in anticipation of the revenue for the sinking fund for the year 1900-1901, giving a total indedtedness of $19,105,593.89. The reduction of the debt during the year amounted to $397,790.92. The annual interest charges on the municipality's debt outstanding amount to only $778,409.28, or an average of 4.115 per cent.

In the presence of these figures it is instructive to recall that an issue of St. Louis 3½ per cent bonds, under date of June 1, 1898, was sold at $1,045.42 per $1,000 bond.

The total taxes in St. Louis amount to $1.95 on the $100 on a basis of a 60 per cent valuation. On a cash valuation, this would mean $11.70 per $1,000. These figures indicate that St. Louis, as a municipal corporation, will have little difficulty in floating the $5,000,000 bond issue projected in connection with and for the advancement of the coming World's Fair.

THE SINEWS OF TRADE.

AS THE meteorologic table indicates the climate of a section, so the banks and trust companies of St. Louis point out the financial strength of the city. The solidity of the community's business interests is reflected by the conservatism of the institutions which handle them.

The financial institutions of the city began the year 1901 under conditions most auspicious, and the Clearing House records day by day and week by week have told a story of most gratifying growth. A marked feature of the development has been the increase of the number of trust companies and the augmentation of the resources of these great enterprises. Looking back from the beginning of the year, Mr. T. A. Stoddart, Manager of the St. Louis Clearing House, reviews the financial record of 1900 most interestingly. "Bank clearings from the opening to the closing of the year," he says, "were larger than those of the previous year.

The total clearings for 1900 were $1,688,849,494, exceeding by $50,501,291 those of 1899, which was the largest previous year on record. In the past year $1,985,500 was paid in dividends to stockholders by the banks and trust companies of St. Louis, of which $474,000 was paid by the twelve State banks, $934,000 by the seven National banks, and $577,500 by four trust companies. In 1899 the amount paid in dividends by these same institutions was $1,478,000, making the increase for the year $507,500."

Since Mr. Stoddart reviewed the past year's record, four new trust companies have been added to the list, making seven great institutions, and all of them are in a flourishing condition.

The coming of the trust companies may be said to have marked the beginning of a new era in the monetary history of the metropolis of the great Mississippi Valley, and the influence of these great industries has come to be almost national.

The nineteen Clearing House Association banks and their $16,900,000 of capital are as follows: National Bank of Commerce, $5,000,000; Boatmen's Bank, $2,000,000; State National Bank, $2,000,000; Merchants-Laclede National Bank, $1,400,000; Third National Bank, $1,000,000; Continental National Bank, $1,000,000; Mechanics' Bank, $1,000,000; Fourth National Bank, $1,000,000; Franklin Bank, $600,000; American Exchange Bank, $500,000; German Savings Institution, $250,000; Northwestern Savings Bank, $200,000; International Bank, $200,000; South

Side Bank, $200,000; German-American Bank, $150,000; Lafayette Bank, $100,000; Jefferson Bank, $100,000; Southern Commercial and Savings Bank, $100,000; Bremen Bank, $100,000. The total deposits of these nineteen establishments in 1900 aggregated $120,947,932.

The capital and surplus of the eight trust companies in St. Louis are as follows:

	Capital.	Surplus.
Mississippi Valley Trust Company	$ 3,000,000	$ 3,500,000
St. Louis Trust Company	3,000,000	2,000,000
Union Trust Company	2,000,000	3,000,000
Commonwealth Trust Company	1,000,000	1,000,000
Mercantile Trust Company	1,500,000	2,000,000
Lincoln Trust Company	1,000,000	400 000
Title Guarantee Trust Company	1,500,000	750,000
Missouri Trust Company	2,000,000	.....
Total	$15,000,000	$12,650,000

The business community of St. Louis owes much to these trust companies. At a critical juncture in the city's financial history, they served as the anchors to which the money solidity and integrity of the whole municipality were chained.

The development of the trust feature in the financial affairs of St. Louis has been such as to attract the attention of the world. Every one of these giant concerns is firmly founded, and the conservatism that guides their affairs is of a piece with the financial history of the city. This conservatism is in no wise old fogyism. Thoroughly up to date, and bold with the assurance of absolute solidity, not a one of the great concerns would hesitate to finance any enterprise of a

legitimate character, if sound business sense showed a probability of success. The officers of all these institutions are men whose names mean millions of money, and whose integrity is beyond question. Experts in their several departments of the science of finance, these men have records almost as well known in the business centers on the shores of the Atlantic and Pacific as they are at home, and even in the great cities of the Old World. The oldest of these institutions is the St. Louis Trust Company, organized in 1889. Then comes the Mississippi Valley and the Union, both of which began business in 1890. These all prospered, and four years later the Lincoln Trust Company was launched. The Mercantile Trust Company entered the field still later, and only recently the Missouri Trust Company came here from Sedalia, seeking a broader field. Following the financial fashion, the Commonwealth and the Title Guarantee appeared. That these new concerns, all of them with seasoned financiers at the helm, found plenty of business without in the least hurting the older institutions, shows what a fruitful field was waiting to be harvested. The transactions of most of these trust companies take a wide range, covering almost every branch of finance, from savings banks for wage earners to promoters and underwriters for vast enterprises requiring millions to manage. With their trust, legal, savings, loan, guarantee, real estate and other departments, each may be said to be a monetary world in itself.

IN TOUCH WITH THE WORLD.

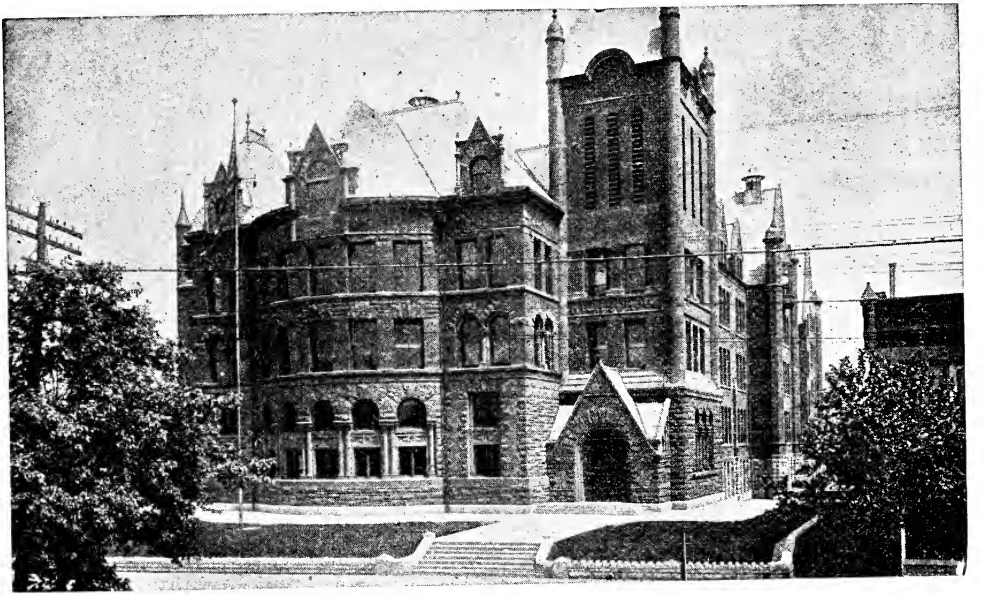
DECADES ago, before the rush and clang of steam engines, great caravans of wagons and mules, threading the untrammelled prairies and forests of the continent in their search for the Western El Dorado, found St. Louis the most important point in their itinerary. It was here that the great wagon trains of the voyageurs were organized, the teamsters engaged and the supply stores gathered. Emigrants, commencing the long journey from points further East, found St. Louis the depot where final preparations must be made for the plunge into the wilds of the Great Further West.

And as the wealth of the products of wood and plain, floating down the tawny bosom of the Mississippi to the Gulf, grew in volume and value, St. Louis came to be the entrepot not only for the river trade North and South, but for the overland commerce East and West as well. Geography made St. Louis a natural center of transportation and trade; and the readiness of the hardy fron-

tiersman to discover convenience of place and travel accentuated the importance of the Mound City as the starting and relay point of arteries of communication leading to and from the center of the country in all directions to and from all sections. So long as opulence and prodigality remain features of trade traditions the story of the Mississippi River traffic of St. Louis' early days will find eager listeners. It is claimed in some quarters that the wealth accumulated here through the enormous shipping on the great Father of Waters furnished the foundation for those fortunes and resources which in later days made the city the financial giant that it is.

The advent of the railroad revolutionized commercial communication. Of course, it resulted in loss to those peculiar lines of trade which depended for their subsistence exclusively on river traffic. The superb sleeping cars of the rail, with their incomparably greater expedition, displaced the floating palaces and their accompanying expensiveness of languid leisure. Perishable freight, which could not survive the longer period required for a boat trip down or up the river, was shipped on the swift-running trains; and merchants and tradesmen grew to rely on the iron horse rather than the palatial and slower rolling river craft.

But the Mississippi boat-owners struggled vigorously against the railroads. And the fight brought an enhancement of accommodation and facility in both methods of transport. Perhaps nothing more beneficial to the progress of St. Louis could have transpired than



HIGH SCHOOL ON GRAND AVENUE.

this competition between great transit interests. Cheaper carriage tariffs brought greater profit to the shipper and lower prices to the consumer. Trade thrived and commerce expanded. The railroads, paralleling the river at every opportunity and "milking" the transportation sources of the boat traffic, made St. Louis even a more important center of transportation by rail than it had been by water.

Thus what the pioneer and frontiersman brought about through necessity and convenience was perpetuated by the later transit agencies for purposes of profit. St. Louis is to day the greatest interior railroad center in America. Thirty great lines find this their headquarters. Their combined mileage is many thousands of miles greater than that of all the railroads of either England, France or Germany.

The tremendous extent of this traffic is indicated by the fact that an average of 400 passenger trains, beside interminable strings of freight cars, arrive and depart from the city daily. Every comfort that is attached to the most elaborately furnished railroad system in the world finds its place on the lines running from Union Station. These trains, traveling in all directions, bring 30,000,000 of people into close contact within the brief space of twelve hours. Between the rising and setting of a sun more humanity hear the throb of the same engines in the territory surrounding St. Louis than it would be possible to reach by rail in the same time from any other point in the country. It is the proud boast of New Yorkers that 34,000,000 persons are

domiciled within twenty-four hours of rail distance from Gotham—only 4,000,000 more persons than are reached in half the time from St. Louis. Were the same schedules in vogue on the same number of lines in an equally populated section beyond the twelve-hour limit, as is the case in the first twelve hours' ride from out the Mound City, the trains from St. Louis would reach 50,000,000 of people within twenty-four hours.

Certain it is that a twelve hours' journey from this city takes the traveler through a country more diversified in its interests, more prolific in resource and responding more readily to the touch of progress, than any section reached from any of the larger cities in an equal lapse of time.

Where there is such an expedition of communication by rail with such an important and extensive area, facilities of intercourse by wire and mail necessarily follow. The two great telegraph companies long ago recognized the need and wisdom of being prepared to meet every emergency in St. Louis, and the local offices of both concerns are fitted with means and appliances for the handling of as much telegraphic business as the most extraordinary situation might require.

The elasticity of these facilities was proven in 1896, during the Republican National Convention, when more matter was sent out over the wires from St. Louis than had ever before been transmitted by telegraph from one point during the same period. Every civilized corner of the globe is in direct touch with the city through the medium of the telegraph operator's key.

Fully as important and gratifying to even a larger percentage of people are the splendid postal conveniences with which St. Louis is favored. Fast mail trains, inaugurated from St. Louis in 1887 by a "Western flyer," now carry the daily newspapers to every hamlet in the city's tributary sections, north, east, south and west. The St. Louis morning papers, by means of these fast mail trains, are on sale in the streets of Burlington, Io., Kansas City, Mo., Little Rock, Ark., and Louisville, Ky., before 10 o'clock each morning.

There is no post-office in Christendom that affords a prompter or a more complete service than the one in St. Louis. Indeed, many reforms and improvements inaugurated here have been copied and duplicated in Chicago, New York and other cities. Among these is the latest venture of the Postal Department in the direction of a quicker general service—the registration of letters by carriers. This plan was initiated in St. Louis, approved by the authorities at Washington, and is even now in process of extension to other sections of the nation.

Delivery of mail in the suburbs is expedited by the use of postal cars on the various electric street railway lines—cars fitted with as many facilities as the best coaches in the railway mail service.

Altogether, St. Louis' railroad, telegraph and mail facilities, by reason of their superlative effectiveness, annul distance and destroy space, putting the city in as close communication with the furthermost sections of the country as though they were adjacent districts.

GRAND MONUMENTS OF PROGRESS.

CARTHAGE, Thebes, Memphis and the other heroic cities of the obscure past are known to us chiefly through the threads of architectural tradition that their ruins vouchsafe. Archæologists find in the crumbled masonry of departed peoples the truest index to their lives, pursuits, hopes, ambitions and happiness. "Show me the market places and temples of a race and I will write you their history."

St. Louis could well afford to have its annals based on such a predicate. From the famous structure that spans the Mississippi on the city's eastern edge, through the spacious and conveniently-filled business houses of the down-town district, out among the tasteful cottages and homes of the residence sections to the modern palaces of the ultra-fashionable neighborhood, St. Louis architecture tells a story of artistic and utilitarian sequences.

Modern utilities present no more notable industrial monument then the great St. Louis steel bridge across

the Mississippi River. It deservedly holds place in the front rank of the world's structural and engineering feats. The genius of Capt. James B. Eads and the triumph of St. Louis' progressiveness find lasting union in this memorial of steel and stone.

Seven years were occupied in building the great structure. The contract for the masonry work was let in August, 1867, to James Andrews, of Allegheny, Pa. The first stone in the western abutment pier was laid on February 25, 1868; the first stone on the caisson of the east channel pier on October 25, 1869; and the first stone on the caisson of the west channel pier on January 15, 1870. The total cost of the entire bridge, including the approaches, was $6,536,729.99, but when the charges for interest, commissions for charters and financial agents, damages, hospital expenses, etc., are added the sum is swelled to nearly ten millions. The bridge was completed and opened to public travel on May 23, 1874, an elaborate celebration to commemorate the occasion being held on the following Fourth of July.

The structure is without its equal in the world in the way of bridges of the arch or truss pattern. It is the greatest bridge over the greatest river in the world. On June 9, 1874, it supported the first railroad train that crossed the Mississippi from Illinois to Missouri.

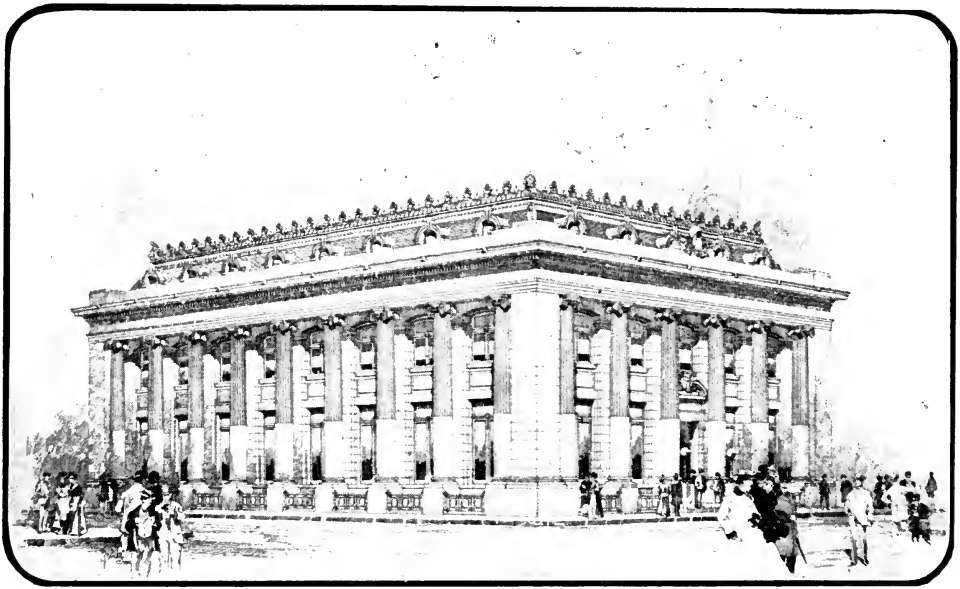
Each of the side arches of the bridge has a span of 502 feet in the clear, while the central arch stretches 520 feet over deep water. The three magnificent steel arches are fashioned with such engineering finesse that

the utmost tensile strength is procured, and the burden that can be supported is far beyond the probabilities of ordinary use. The bridge is a two-story structure, the great arches carrying double-track railways with a broad highway, seventy-five feet in width, above. On this highway are promenades on either side, with four tracks or iron tramways for street-cars or other carriages between. Thus four vehicles may easily travel abreast along this great structure without blocking traffic.

The purposes for which the bridge was built required the construction of a tunnel through which trains could reach the St. Louis approach; and this undertaking was in itself a great industrial task. The distance from the entrance of the tunnel at the southern terminus to the terminus of the railway approach east of Cahokia Creek in East St. Louis is two miles 146 yards and two feet, which is really the length of the bridge railway.

Fifteen years after the completion of the Eads bridge, a number of the railway companies operating east and west lines through St. Louis opened to traffic the second structure that spans the Mississippi River at the Mound City. It is intended exclusively for railroad uses and is known as the Merchants' Bridge. It is in itself a structure of unusual magnitude and strength, stretching across the great Father of Waters from Bissell's Point in North St. Louis to a point on the Illinois shore opposite the town of Madison.

Following the great double railway tunnel that leads from the western approach of the mighty Eads bridge,



MERCANTILE TRUST COMPANY'S BUILDING,

NORTHEAST CORNER EIGHTH AND LOCUST STREETS.

out under Washington Avenue to Seventh Street, along a curve from that point to Eighth and Locust Streets and thence under Eighth to Poplar Streets, a run of a few blocks brings the traveler to another of St. Louis' architectural wonders, Union Station.

When, on September 1, 1894, ceremonies were conducted in celebration of the formal opening of the St. Louis Union Station, an epoch was marked not only in the accomplishments of modern architecture, but in the history of railroads as well. No other transit depot in the world is entitled to comparison with this magnificent edifice. Affording conveniences and facilities for traffic the recital of which would crowd columns of tabulated statements, the station is at the same time an artistic and engineering marvel. It furnishes one of the world-famous spectacles of St. Louis.

On Market Street facing north, the Union Station extends from Eighteenth Street west to Twentieth Street, a distance of 606 feet. The station proper, or head house, and the Midway between it and the train shed cover 497,092 square feet or eleven and one-tenth acres. The yards south of the train shed, between it and the power-house, contain 465,970 square feet, making a total area for the Union Station itself, exclusive of all the main track approaches, of 963,062 square feet, or twenty acres. In this space of activity, there are nineteen miles of railroad track, of which the thirty-one tracks under the train shed compose three and one-half miles.

The largest inter-locking system in the world is em-

ployed in the yards. It is worked by 122 levers and controls 130 switches and 103 signals. The station electric lighting plant has a capacity for 300 arc and 5,000 incandescent lamps. At the Eighteenth Street end of the great station building, the clock tower rises to a height of 232 feet above the track level and 247 feet above the structure's bottom foundation. It lifts itself from a base forty feet square and its conical roof shelters an arcade and a balcony.

The first ground for the construction of the Union Station was broken on April 1, 1892. The cost of the site, the buildings and the entire system of tracks and other improvements exceeded $6,500,000. The train shed is 700 feet in length and 606 feet in breadth; it covers an area of 424,000 square feet and shelters thirty-one tracks, on which are operated the railroads of twenty-two companies.

But the great host of utilitarian devices that are assembled in this magnificent structural area do not outrival in interest the beauty of the architectural ingenuity with which the whole is garnished. The massive front of Bedford limestone which first greets the beholder on Market Street gives an augury of the artistic taste with which the arrangement of the interior is carried out. Magnificent vestibules, spacious corridors and waiting rooms, exquisite alcoves and dormers, superb frescoings and allegorical figures, all surrounding and leading to the superb grand central hall, make up an array of separate and collective beauties well worth considerable travel by the artistic sight-seer.

This grand central hall, 74x120 feet, with a floor area of 8,880 square feet, laid with mosaic tiles, with a barrel-vaulted ceiling sixty feet above and pierced at either end with arches forty feet in diameter, is one of the most notable chambers designed by modern architects. Altogether, St. Louis' Union Station is a monument of genius and progress in which the great city might well take one of its chiefest prides.

A decade has worked wondrous changes in the downtown architecture of St. Louis. One who visited the city in 1890 and returned at the beginning of the twentieth century would be immeasurably astonished by the character of the office buildings that have meanwhile lifted themselves skyward. Indeed, practically all of the great edifices that make St. Louis one of the architectural leaders of the world have been erected in the past ten or fifteen years. It is little more than a decade since two stories were added to the Equitable building at Sixth and Locust Streets, and that structure became the solidly imposing pile that it is.

The two tallest structures in St. Louis adjoin each other on the North side of Olive between Seventh and Eighth Streets. They are the Union Trust and Chemical Buildings, the former being fourteen and the latter sixteen stories in height. Perhaps no other city in the world can boast finer office structures.

The Laclede Building at Fourth and Olive Streets holds the contested credit of being the first fire-proof "sky-comber" erected in St. Louis. The Commercial Building at Sixth and Olive Streets soon followed,

and then came the Odd Fellows' Hall on Ninth and Olive Streets. Adjoining the Chemical Building on Eighth Street, opposite the mass of granite that composes the Post Office, is the Turner Building, which, though not as lofty as some of its neighbors, is one of the most substantial office structures in existence. Next to and north of the Turner Building is the Columbia.

On the other side of the Post Office or Federal Building, on Ninth and Olive Streets, is the Century Building, one of the largest and finest office structures in the world. The Holland Building, on the west side of Seventh, between Olive and Pine Streets, vies with its neighbor, the Union Trust, in loftiness of elevation. Half a block south is the Fullerton Building, at Seventh and Pine Streets. It, the Carleton Building at Sixth and Olive Streets, and other of the newer office structures are perhaps a trifle more ornate in appearance than the downtown edifices that were erected half a dozen years before; but no office buildings in the world present a larger measure of comfort or a more assuring sense of solidity than such as the Globe-Democrat Building at Sixth and Pine Streets, the Houser Building at Broadway and Chestnut Streets, or the Security Building at Fourth and Locust Streets.

The Rialto Building at Fourth and Olive Streets and the Wainwright Building at Seventh and Chestnut Streets are of the newer patterns, with the latest architectural conceits of symmetry and airiness.

The Lincoln Trust Building, just across Chestnut

Street from the Wainwright, is an imposing structure. The new Mercantile Trust Building at Eighth and Locust Streets, and the Spencer Building at Seventh and Market Streets, both now in course of construction, will be magnificent additions to the city's growth.

Though the superb office structures of St. Louis represent tens of millions of dollars in investment, a host of architectural triumphs and an unremitting world of industry, the commercial palaces and business edifices of the community are fully as representative in each of these directions. Perhaps one of the widest known industrial institutions of St. Louis is its leading brewery, the Anheuser-Busch plant. It is in itself a whole community, bustling with more energy, swarming with more humanity, and representing a larger financial investment than are comprised in any one of a thousand American towns, each of which boasts a post office and a municipal organization.

The Anheuser-Busch plant, unlike most business structures, is worth inspection from a purely architectural standpoint. The component edifices, the grounds and plots surrounding them, the auxiliary comforts and arrangements, are designed and fixed with a nicety and tastefulness that compel artistic admiration. Then, when the beauty and magnitude of the buildings are comprehended, comes a sense of the enormous manufacturing energy that finds its domicile there. More than 60,000,000 gallons of beer are annually brewed there and shipped to all quarters of the globe.

There are scores of industrial institutions in St.

Louis, the proportions of each of which can be described only in superlative terms. There are the two largest tobacco factories in the United States; the largest shoe house in the world; the largest drug house in the world; and there is the most notable wholesale and jobbing concern in the world, Cupples Station. Within a stone's throw of this enormous emporium are the domiciles of the largest hardware and the largest woodenware concerns in the world, while clustered all about them are the magnificent establishments of immense grocery, iron and implement, candy, drug and other mercantile houses, the structural material gathered there representing an outlay of fully a dozen million dollars.

Aside from its private and commercial buildings, St. Louis has a number of public edifices, each of which commands the admiration of architects. In grandeur of construction and elaborateness of design, the new City Hall, when completed, will be one of the finest municipal buildings in the world. Work on the building was commenced in 1891 and thus far it has cost $1,550,000. Conservative estimates show that $275,000 more will be required for the structure's completion. It consists of four stories and a basement, built of granite, brick and stone. The City Hall, with its grounds, occupies two blocks between Twelfth and Thirteenth Streets and Clark Avenue and Market Street. It fronts 250 feet on Market and 358 feet on Twelfth Street. The cost of construction is defrayed out of the municipal revenues, no bonds being issued for the purpose.

Perhaps no class of buildings gives St. Louis a wider reputation than its hotels. Up to a decade ago, the idea of sumptuous hostelries and superb caravansaries was peculiarly associated with New York and the larger cities of the East. Indeed, Gotham was credited with having the most magnificent hotels in the world. But ten years have worked marvels in the hotel accommodations of St. Louis, which to-day rival those of any city in America.

The Planter's Hotel, completed in the middle '90's, on Fourth Street, occupies the entire block between Pine and Chestnut Streets. The big structure, representing an investment of more than $2,000,000, contains 450 rooms and accommodates on ordinary occasions from 1200 to 1500 guests.

The Southern Hotel occupies the block bounded by Broadway, Fourth, Walnut and Elm Streets. The proprietors claim it is absolutely fire-proof.

The St. Nicholas Hotel, a recently-erected structure of splendid design and the highest class of interior arrangements, at Eighth and Locust Streets, is in the front rank of modern hostelries. Its fame is national.

The Lindell Hotel, in the heart of the wholesale district, on Washington Avenue, between Sixth and Seventh Streets, is probably one of the best known institutions of its kind in America. It contains 240 rooms and frequently registers 1000 guests.

No less noted is the Laclede Hotel, at Chestnut and Sixth Streets, with 150 rooms and accommodations for 700 guests. The Laclede and the Lindell, bearing

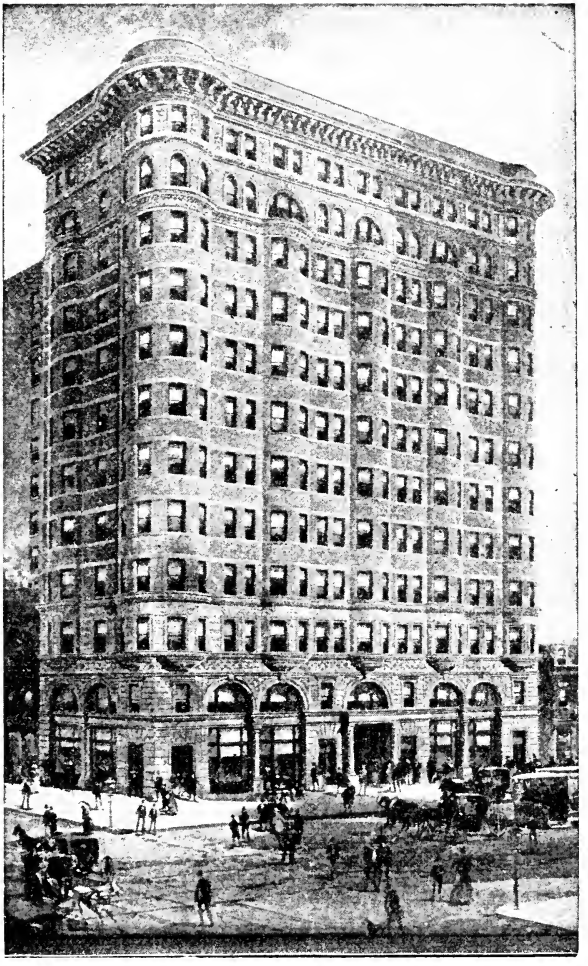
names that find frequent occurrence in St. Louis' history, are landmarks of the Mound City.

The Imperial Hotel, adjoining the Laclede on Chestnut Street, with modern equipments and facilities, boasts a capacity for 600 guests. The St. James Hotel, on Broadway, in the Olympic Theater block, has accommodations for nearly 800 guests; and with the Moser, on Pine, between Eighth and Ninth Streets, and the Rozier, at Thirteenth and Olive Streets, opposite the Exposition, completes the list of the more important down-town hotels.

But a distinctive feature of the hostelry adjuncts of St. Louis is furnished by the large number of excellent hotels in the residence sections of the city beside those which have been established in the vicinity of the great Union Station. Among this last class is the Terminal, in the Union Station building itself, with 100 rooms. Dotting all sections of the city, like oases for transients, are more than 125 comfortable hotels; and out in the West End are several caravansaries with an elegance and convenience of arrangement peculiarly St. Louisan in their spirit and adaptability. Among these are the Hotel Beers, the Grand Avenue Hotel, the West End Hotel, the Hotel Berlin, the Westmoreland, the Westminster and several others, all elegantly appointed and thoroughly up to date, and most of them new.

Besides these, six large new hotels are already projected, and work has been commenced on three of them.

Hundreds of spacious apartment and lodging houses



THE FULLERTON,

SPECIMEN ST. LOUIS OFFICE BUILDING.

add to the city's capacities for the entertainment of guests during conventions or fetes.

Incidental to St. Louis' hotels, interest, especially for visitors and strangers in the city, attaches to the subject of handling travelers and their baggage. The St. Louis Transfer Company maintains an office at the Union Station, and a supply of carriages, coaches and baggage wagons to transport passengers and baggage to and from Union Station and any part of the city. This company checks baggage through from residences to destination, to any part of the United States and Canada to which a traveler can purchase a ticket; it has its agents on all incoming trains to take up travelers, railroad checks and arrange for delivery of baggage to hotels and residences. In addition to the handling of passengers, it operates half a dozen large warehouses for the storage of freight, and receiving depots in St. Louis for the railroads that terminate at East St. Louis, and transports by wagons from the railroads at East St. Louis to the merchant's door in Louis, and *vice versa* when the merchant is the shipper, the greater bulk of the merchandise hauled by the fourteen railroads terminating on the east bank of the Mississippi River.

CENTERS OF COMMERCIAL ACTIVITY.

IN any one of the scores of industrial and trade institutions that give to St. Louis its commercial pre-eminence can be found the evidence of distinctive greatness. Here there is no faltering effort. No better proof of this is possible than is found in the fact that St. Louis has already taken rank as the fourth manufacturing city of America, and that its factories continue to increase in number and capacities with a rapidity which far outstrips those of any other city in the world. It is estimated that in 1900 nearly 7,000 manufacturing concerns are giving occupation to 200,000 St. Louisans, while the total value of the product which shows the impress of their handiwork will, in the course of one year, aggregate $350,000,000.

Speeding forward in all branches of manufacturing industry, the Mound City has taken an unapproachable lead in a number of them. Such, for instance, is its supremacy in the manufacture of woodenware, crackers, stoves and ranges, tin-plate and street cars. In these

and other lines it either has the largest factory or is credited with a larger output of product than any other one city on earth. On this basis of supremacy St. Louis also leads the world in the manufacture of tobacco, beer, boots and shoes, chairs, saddlery and harness, terra cotta, white lead, sewer pipe, fire brick, pressed brick, chemicals and proprietary medicines.

Street cars made in St. Louis carry the peoples of every latitude. They are being sent to the furthermost part of the world; and wherever the march of progress has brought the modern conveniences of public transit, the trade marks of St. Louis manufacturers herald the industrial supremacy of the Mound City.

The only extensive rubber manufacturing establishment in the West is among the many new industrial enterprises that have recently added themselves to the community's host of producing agencies. The making of structural iron and steel, the milling of flour and meal, the manufacture of farming and agricultural implements, the construction of road vehicles and machinery of every description, and in fact the productive genius as applied to every phase of utility gives employment to workmen and gains profit for investors in St. Louis.

The marvelous expansion of the city's manufacturing energies is indicated by the fact that the decade which ended with the century just closed witnessed an average increase of 100 per cent in the number of factories, the number of hands employed and the wages paid to them, while the capital invested in these manufacturing

establishments was during the same period fully trebled.

Hand in hand with its manufactures, the wholesale and jobbing interests and activities of St. Louis are striding toward the goal of trade mastery. Perhaps no other inland city in the world presents such a diversified array of gigantic commercial institutions. Scarcely a staple handled by trade-carriers on any section of the globe that does not find a leading dealer in St. Louis. The Mound City's shoes mark the soil from the icelands of Hudson Bay to the mysterious wilds of Patagonia, from the Klondike's new golconda to the distant Philippines, from the tesselated coasts of Europe to the dreary steppes of Siberia. Its dry goods, in the handling of the high grades of which St. Louis probably outrivals any city in America, are shipped wherever the trade of the nation has penetrated. With the largest hardware establishment on earth, St. Louis furnishes domestic utensils and field implements to the pioneer in Australia, the explorer in Africa, the traveler and his host in Asia and even to the patrons of outrivaled European competitors.

The tremendous advance that the city has made in these lines of commerce can be readily instanced with the growth of its boot and shoe trade. In two decades, St. Louis' commerce in this line has sprung from less than $1,000,000 to more than $32,000,000. St. Louis is the second largest distributing center of footwear in America.

With a colossal trade in clothing, the city is the largest soft hat market in the United States.

Its hardware sales for 1901 are estimated at $18,000,000.

The greatest distributing point in the Western hemisphere for chemicals of every description, St. Louis boasts the largest drug house in the world, with half-a-dozen competitors ranking among the foremost establishments of their kind.

An index to the magnitude of the city's tobacco trade is given by the fact that in one year the sales of smoking and chewing material approximate $30,000,000.

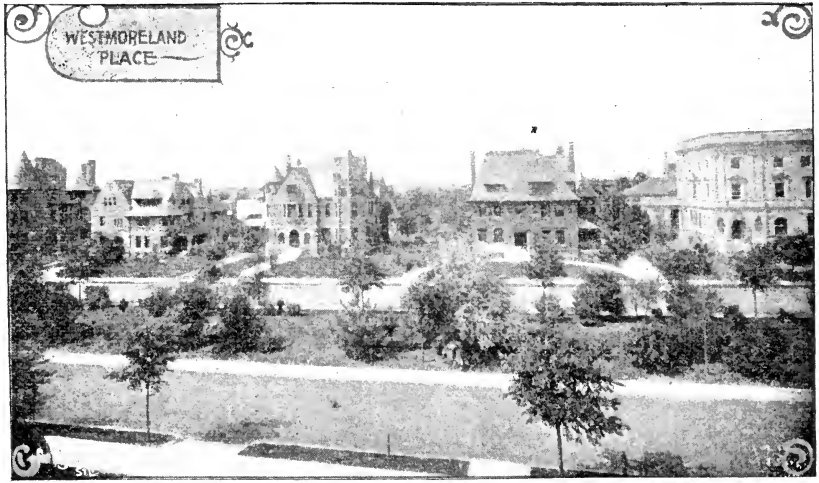
St. Louis' yearly business in leather, furniture, breadstuffs, electrical supplies, live stock, paper, glassware and notions, plumbing material, railway and transit supplies, oranges, bananas, lumber, coffee, flour and groceries, grain, provisions and coal gives it leading rank in each of those lines of trade; and in some of them it has distanced all other cities. In the saddlery and harness business the city leads the United States, while its annual trade in leather is approaching the ten million dollar mark. Its furniture business is estimated to yearly exceed $25,000,000, and in many branches of this commerce it has unquestioned supremacy.

Always one of the world's leading trade centers for horses, mules, cattle and other live stock, the extraordinary demand occasioned toward the close of the century for international military operations accentuated St. Louis' superlative importance in this direction. Immense values were involved in the city's shipments of horses and mules to foreign countries in 1899 and 1900.

The rapidly developing lumber trade of the Southland gives impetus to St. Louis' jobbing and wholesale business in this line of commerce.

The great extent of the city's coal trade becomes clear when the phenomenal growth of its manufacturing industries is recalled, together with the accompanying necessity for increased fuel. Coal is delivered to manufacturers in St. Louis by annual contract at a price practically equivalent to $1 per ton.

As no single treasury could store the values represented in the wholesale and jobbing pursuits of St. Louis, so, too, can no one volume adequately describe their details. But their titanic proportions are in part reflected in one representative institution, Cupples Station. That gigantic establishment takes added importance from the fact that it is in the center of the coffee district of the greatest inland coffee market of the world. Cupples Station embraces thirteen of the most extensive firms in St. Louis engaged in the handling of groceries and kindred wares. These concerns were assembled into one vast establishment for the purpose of expediting receipts and shipments and of reducing transportation charges. The station occupies a site on the Terminal Association railroad tracks at Seventh and Spruce Streets, and the ground floors have been bridged over in order to secure the largest possible measure of area. Thus, all the great railroad lines that operate through St. Louis are enabled to deliver and receive freight at the doors of this gigantic emporium. An idea of the enhanced facilities afforded



WESTMORELAND PLACE.

by this aggregation of industry is given by the statement that in one month 46,000,000 pounds of freight has been handled at Cupples Station.

The greatest "wholesale row" in the West and certainly, on a business basis, one of the world's important thoroughfares, is Washington Avenue, from Third Street westward to Thirteenth. The architecture of this stretch of commercial structures tells more than thousands of words of description could—tall, broad and solid buildings, with a depth that indicates a search for room and the need of space in which to transact the enormous business that is annually done there. It is in these ten blocks of commercial houses that the larger share of St. Louis' wholesale trade in hats, caps, dry goods, boots and shoes, and clothing is regularly transacted.

To the utilitarian and materialist, no painted perspective in artist's tints and conceits could be more impressive than a glance out this vista of industry and trade on a sunny forenoon or a bright, early evening. During those seasons when the country merchants and the milliners from neighboring cities flock to St. Louis to make their regular stock purchases, the scene presented along this stretch of Washington Avenue becomes peculiarly imposing.

With the breadth of a fashionable boulevard, but inclosed by great buildings of the most compact construction, Washington Avenue along those ten blocks is transformed on these occasions into a great human kaleidoscope. Endless lines of street cars ply back and forth through countless mazes of alert, quick-stepping

commercial people, the very density of whose throngs puzzles the spectators. To an observer above in a balloon, the picture would seem altogether like the settlement of some queer species of ant, whose variegated teguments only set off their marvelous application and industry.

Certainly no wholesale district in any city is more advantageously located. In the inner heart of St. Louis' downtown section, it is threaded by street car lines that run to every corner of the community. One big hotel is right in the center of this section, and all the leading downtown hostelries are practically within a stone's throw. The merchant, who is eager to waste no time while selecting his stock, finds himself in the midst of sample-cases and show counters almost before he has quit his breakfast table. And in the evening, fatigued by the day's work, his hotel is "just across the street," or "right around the corner."

Second only to Cupples Station and the Washington Avenue "Row," there are distributed throughout the city other wholesale, jobbing and manufacturing centers, each one of which embraces more industry and capital than are necessary to make up the activities of an ordinary town. These concentrations of business energy are much like the sprouting and growth of the acorn into the oak forest. They nestle in favorable spots, thrive lustily on the auspices and advantages of of the vicinage, and then, rearing aloft their domiciles of diligence—like foliage of progress—drop the seeds of encouragement, from which like institutions spring up about them.

Out along the broad sweep of Twelfth Street, where some of the greatest crockery and glassware firms of the West are located; down on the sloping reaches of the Levee, along Commercial, Main, Second and Third Streets, where for more than half a century have been quartered wholesalers of leather, cotton, hides and a host of other staples, and in a hundred different localities where advantages of traffic and convenience have encouraged them, are gathered groups of wholesale and jobbing establishments.

But even more extensive is the distribution of manufacturing centers. From North St. Louis, where the smoke of many monster chimneys shows the factories of furniture, chairs, graniteware and chemicals; down through the throbbing business sections to the valley that holds the Terminal Railroad tracks, and along that valley, following its curve westward and northward beyond the first of the city's terraced elevations until it loses itself among the undulations of Northwest St. Louis, the smoke stacks of scores of manufacturing institutions tell of the spread of industry. And the broad expanses of South St. Louis are dotted with other factories whose hum is echoed and re-echoed westward along the meanderings of the River Des Peres to Cheltenham, where the long strings of factory buildings are knotted into groups of brick, tile, sewer pipe, and other manufactories.

Just across the Mississippi River, and giving occupation to many workingmen of St. Louis, in Madison, Granite City, East St. Louis and other suburban towns,

are mammoth industrial institutions, such as the National Stockyards and pork and beef packing houses, employing together 2,000 men; Frog and Switch Works in East St. Louis, employing 600 men; Iron and Steel Works in East St. Louis, employing 1,000 men; Malleable Iron Works, East St. Louis, 600 employes; Glass Works, 400 workmen; Enameling Works at Granite City, 2,000 employes; Steel Foundry at Granite City, 1,200 workmen; and Car and Foundry Company at Madison, employing 1,200 men.

Perhaps busier in appearance and certainly more pleasing to the eye are the scores of great retail emporiums that lend color and vivacity to the down-town district. Palaces of trade they are, the superb modern marts where the cloths and conceits, flannels and fineries, and dresses and dainties of a whole world are gathered for sale. The wonderful elaborateness of these monster establishments becomes apparent when it is found that days of rambling through their innumerable departments and along their interminable counters will constantly bring forth new attractions—like a great exposition in which the gatherings of a universe are presented.

Along Broadway, Sixth, Fourth, Olive and Locust Streets, and Washington and Franklin Avenues, these palaces of trade daily witness the shopping of thousands of women. The innovations of modern times and the conveniences that Progress brings are instanced in these commodious institutions. They are no longer the stores of the provincial town. They are caravansaries

and emporiums combined. There is no want that cannot be supplied in some one of their departments. The woman with a day's shopping to do assumes the task among these great establishments with the consciousness that every ingenuity has been employed to facilitate and make convenient the details of her errand.

When she is tired there are places for her to rest, and when she is hungry there are places for her to eat. Each one of these emporiums counts among its features all the comforts of a well-managed community. Perhaps one of the most unique adjuncts of many of these great department stores is the attractive café, as complete in all its appointments as a well-ordered restaurant run for exclusively restaurant purposes.

And outside the down town district, along South Broadway, on Chouteau Avenue, on Jefferson, Grand and Vandeventer Avenues; and indeed wherever shoppers find it convenient to go, are hundreds of these bright establishments, though on a somewhat more modest scale than the larger palaces of trade in the heart of the business section.

IMPELLING FORCES.

BUSINESS men of other cities, struck by the tremendous commercial energy of St. Louis, have often sought to discover the sources of its impelling power. Their search has invariably led them to the symbolic maxim in which the spirit of the nation found its genesis—"In union there is strength." In the lexicon of community life, St. Louis should stand for organization.

No progressive enterprise undertaken by the Mound City fails. The reason is plain. Behind each venture to which the name of the city is linked are gathered a host of organized influences that will permit no halt and no turning back. This irresistible, impelling power is embodied in the trade guilds of St. Louis. To them are due most of the city's brilliant commercial achievements and business triumphs. On their numbers and earnestness is founded the larger share of St. Louis' strength as a commercial community.

Foremost, of course, among these powerful trade

guilds is the Merchants' Exchange, whose massive building is a monument to St. Louis' business solidity. Organized in 1862, the Exchange now has a membership of 2,000 representative business men, whose private fortunes and firm assets aggregate scores of millions of dollars. Perhaps no business organization in the world has set its impress in more indelible characters on the progress of a parent city than has the St. Louis Merchants' Exchange. From it radiate countless influences and energies each of which lends impelling force to the onward march of the city's business interests. The Merchants' Exchange is the back-bone of various auxiliary organizations, whose united purposes find concrete form in St. Louis' commercial advancement. Membership in the Exchange is a badge of business integrity and prominence. It is also an obligation to strive for the city's welfare. Wm. T. Haarstick is president of the Merchants' Exchange. The vice-presidents are Geo. J. Tansey and T. R. Ballard. Geo. H. Morgan is secretary and treasurer.

Younger but no less energetic in its efforts is the St. Louis Business Men's League; composed of 200 of the leading business and professional men of the city. It was incorporated under its present name in April, 1895, but has really been in active operation since May, 1891, in which month both the Autumnal Festivities Association and the St. Louis Traffic Association were organized. These two bodies, after completing the work for which they were especially formed, consolidated and incorporated on a permanent basis the Business Men's

League. The objects of this association, as stated in its charter, are: to promote the interests of St. Louis in every avenue of trade and commerce; to oppose discrimination against the city; to secure increased transportation facilities; to encourage the holding of conventions in the Mound City; and "to secure, by all legitimate means, the greatest good for the greatest number of our people."

In conjunction with the Merchants' Exchange, the Business Men's League maintains the St. Louis Traffic Bureau, under the management of a traffic commissioner. It has also a legal department with a regular council. The successful efforts of the League in behalf of St. Louis are recorded in counting rooms of every commercial institution in the city and are recalled by numbers of decisions of the Joint Traffic Association, by national conventions held in the city, by the construction of new railroad branches, and in scores of other ways. Mr. Sam M. Kennard was president of the League for the first three years. He was succeeded in turn by Mr. John C. Wilkinson and former Mayor C. P. Walbridge. Mr. James Cox is secretary and Mr. Walker Hill treasurer.

A trade guild to which St. Louis owes some of its most substantial success is the Interstate Merchants' Association. Composed of many of the foremost mercantile men of the section, it devotes itself to the expansion of St. Louis' trade, particularly in the Mississippi Valley and the further West. Inducements are secured for and conveniences furnished visiting buyers. Mer-

A FLORAL BED IN TOWER GROVE PARK.

chants in other states are shown the wisdom of buying in St. Louis rather than going further for their purchases; and, altogether, the Association is yearly welding into imperishable strength the bonds that hook the Mound City to the great Southwest as its natural and logical metropolis.

No less influential is the St. Louis Manufacturers' Association, organized in 1895, and incorporated in May of that year. The work of this guild consists chiefly in securing for St. Louis all possible material advantages in competition with the most favored cities. The matters of transportation, taxation, legislation, insurance and trade expansion receive the closest attention from this association. But much of its work is largely of a private nature, and there is therefore no means of accurately computing the immense benefits that have accrued to the city from the operations of the St. Louis Manufacturers' Association. L. D. Kingsland is the president and T. L. Cannon secretary of the association.

There is no wasteful diffusion of business energies in the Mound City. Each line of trade concentrates its efforts through the agency of some guild for the advancement of that particular branch of the city's business. Of course, some of these guilds, by reason of the larger capital invested and the more extensive demands to be met, have domiciles of their own. Others, operating as auxiliary bodies, make their headquarters in the buildings of sister guilds. Among the foremost of these organizations are the Cotton, Lumber, Wool and Drug

Exchanges. Each of these represents one of the city's most extensive trades, and their members, belonging for the most part to other St. Louis business organizations, are among the leading commercial men of the community.

The wholesale and retail grocers and the wholesale and retail druggists of the city have separate organizations, which have accomplished brilliant triumphs in extending St. Louis' trade.

One of the most powerful guilds of the Mound City, representing as it does one of St. Louis' leading lines of business, is the Furniture Board of Trade.

Perhaps none of the trade guilds in the Mound City gives it wider advertisement or more effective exploitation than the fact that it is the national headquarters of the Traveler's Protective Association of America, or, as it is better known, the T. P. A. It is an organization of commercial travelers and their employers, formed and equipped for the prompt promotion of commercial interests. In September, 1900, ten years after its organization, the association had a membership of 16,590, distributed among twenty-nine states. Missouri is the leading state division, with a membership of 2,850. Mr. E. C. Burrows of Peoria, Ill., and Mr. Louis T. La Beaume of St. Louis, are respectively president and secretary of the national organization. Post A of St. Louis, the "Banner Post," has for its president and secretary Messrs. Louis Rosen and Will B. Webber respectively.

A kindred organization whose influences are immense

throughout the territory with which St. Louis is peculiarly identified, is the Western Commercial Travelers' Association.

One of St. Louis' trade guilds embracing a tremendous amount of business energy, locally applied, is the City Drummers' Association. This organization of bright young business men makes its influence felt in all branches of commerce.

RAPID TRANSIT.

COMPARISON is impossible between the rapid transit facilities of St. Louis and those of other cities. The street car systems of the Mound City were recognized years ago as furnishing the standards by which the methods of urban transportation in other communities could be easiest measured. And St. Louis transit equipments are only mentioned nowadays to instance the closest approach that has been made to perfection in that field of human endeavor.

From Baden on the extreme north to Carondelet on the south, from the Mississippi River on the east to the picturesque reaches of St. Louis County on the west, the city is literally gridironed with electric railways. But it is no more in their extensiveness than in the excellence of their service, that the distinguishing features of these arteries of urban life are found. Every opportunity for public convenience has been consulted in the construction of these lines, and arrangements of transfers have been so thoroughly perfected, that it is practically

possible for a passenger to go from any section of the city to another with the greatest dispatch for one fare. And connections are made with surburban lines that bring a dozen adjacent towns and villages within an hour's ride of the metropolis.

So complete are the conveniences and facilities afforded that, in view of the succession of splendid scenes presented from a street car window in St. Louis, the city's transit lines deserve to rank among the community's amusement resources. Certainly it is an exhilarating recreation to be whisked a dozen miles in a cushioned seat,along rails that glide under the cars with the smoothness of a summer sea, from an eminence that overlooks the majestic Mississippi, with its picturesque craft and mighty bridges, across which gleam the roof tops of East St. Louis and the waving Illinois corn-fields beyond ; from this panorama of two states through a crowd of architectural wonders sheltering the commercial activities of a giant community ; on through long stretches of mansions and snug cottages reflecting the placid happiness of a prosperous city of homes ; out into broad reaches of a Missouri plain, and on under the spreading foliage of a magnificent park. Such a ride is surely a method of diversion ranking in the highest order of amusement.

In 1899 the street railways of St. Louis were assembled into two main systems, nearly all the lines being consolidated into the larger concern, owned by the United Railways Company, and operated by the St. Louis Transit Company. The other system is that of the St. Louis and Suburban Company. The St. Louis

Transit Company has 339.60 miles constructed and about 80 miles that is authorized, making a total of about 420 miles when all is completed, and now operating 2,000 cars and adding to equipment as construction is completed; while the St. Louis and Suburban Company owns fully 100 miles of line with over 300 cars. The former concern is extending its services in all directions.

Altogether, rapid transit is nowhere more convenient, expeditious or economical than in St. Louis. By the system of transfers adopted, a passenger finds it possible to ride twelve and one-half miles for one fare—at a rate of two-fifths of one cent per mile. When coupled to this cheapness of fare are considered the manifold conveniences and comforts afforded by the most modern adjuncts of street railway service, the advantages of St. Louis' rapid transit facilities become apparent.

The remarkable progress and advance made in this direction assume an astonishing phase when it is recalled that less than fifteen years ago drivers were lashing street car mules into a semblance of animation on the principal thoroughfares of St. Louis. Then came the cable car. It was regarded in its time as a wonderful step of progress. The horse and mule slowly gave way to the cable grip in the street car service, and several years afterward—a decade since—the trolley lines appeared. Now there is not a street railway in St. Louis that is not fitted with appliances for electric locomotion.

This rapid development of transit facilities is reflected in the remarkable expansion of the city's residence districts. As the electric lines reached out toward the city limits, the home-seeker followed. The congestion of down-town affairs was eluded, and St. Louis held forth the attractiveness of ideal residence sections. The far reaching electric lines have carried the hedges of the cottages and the parterres of the mansion-owner out beyond the intramural purlieus into the hills and valleys of St. Louis County and the sylvan nooks along the Des Peres and Meramec Rivers. The compact business districts thus find expanded lungs and dilated nostrils with which to inhale the odor of meadow land and forest, the garden and the orchard, brought to them from the homes of the clerk and the merchant prince at the other end of the car lines.

CITY OF BEAUTIFUL HOMES.

GREAT as is St. Louis commercially and industrially, its pre-eminence in material matters is no more marked than its pre-eminence as a place of beauty and comfort.

No feature of a residence place is more important than its climate. The son of the balmy Southland hesitates before plunging into the chill of the northern zones; and the child of the cooler latitudes shudders at the prospect of continuous torridity. But St. Louis is in the happy mean where the heat of summer and the cold of winter are so tempered with mildness that no stranger finds it necessary to go through the debilitating process of being acclimated. Situated in latitude 38 degrees 37 minutes and 37.5 seconds North, and longitude 90 degrees 11 minutes and 19.35 seconds West, it never experiences those extremes of temperature so common in most of the larger cities of the country, where the sun and snow annually claim scores of victims. In fact fatalities from weather causes are practically un-

known in St. Louis; and even in the zenith of the heated term the Mound City is a place of relative comfort.

From the mightiest river in the world, one of the most beautiful of cities lifts itself in a succession of terraces to a plain garnished with some of the most tasteful and costly residential structures in America. St. Louis slopes gently upward from the Mississippi, a mile westward, where at Seventeenth Street the terrace on which its business districts are distributed gains its highest elevation, 150 feet above the river. A softly outlined valley leads up to the next terrace, the summit of which is at Garrison Avenue. Then, there is another undulation, west of which rises the third of the city's terraced divisions, at King's Highway Boulevard, four miles west of and 200 feet above the river. Thence the city reaches westward on a broad plateau whose gentle swells and dales, like the calm heaving of a great lake, add to the beauty of the landscape.

Geologists have declared that this series of terraces on which St. Louis has assembled its beauties and its strength mark the flood plains of successive periods. Deposits of aqueous origin that are frequently upturned on the surface of the city's outlying districts, together with the analogous history of other borders of the Mississippi River, bear out this theory. And more practical scientists, who have turned their studies from the formations of the past to the uses of the present, find in these flood-cut table-lands St. Louis' surpassing advantages of natural drainage.

Nature apparently set apart the Mound City's site for the abiding place of a great community; and the arts, sciences and felicities of a happy people, directed by an ever-assertive progressiveness, have carried out this natural design. Perhaps no one feature contributes more to the pleasantness of life in St. Louis than the characteristics and tendencies of the people, best traced in the history of the city itself. Settled by the courteous and ceremonious French, the traditional chivalry of whom lingers in every annal of the community, the trading post of Pierre Laclede Liguest entered its career mingling the pretty customs and comities of old France with the rough and ready frankness of the plains. It was a pleasant mixture of open-hearted, alert and comradely spirit, tinctured with the fine fancies and polish that the frontiersman from Europe could not entirely forget. Then came the new generation and more pioneers—Englishmen, Germans and adventurous spirits from all parts of the Old World. The young blood of the American-born, infused with the self-reliance and aggresive energy of colonial life, was tempered by contact with the softening influences from abroad. Common dangers and common hardships imparted to all a sense of fellowship; and through the trials of pioneer days grew that sturdy race of men —ready to share cheer with their neighbors—who have since given to the world an understanding of Americanism.

From a truly cosmopolitan settlement, St. Louis has grown into a characteristically American metropolis.

SYLVAN LAKE IN FOREST PARK.

Its hospitality is the essence of its existence. Without it St. Louis would not be St. Louis. From the uncouth days when the settler's latch-string hung ready for the touch of the traveler, the community has been a fountain of hospitable amenities. With none of the rigors of the North, and all the balm of the South, with all the industry of the East and the freedom of the West, it has become the most delightful abiding place on the continent. Great gatherings that have passed into the nation's history evoked striking demonstrations of St. Louis hospitality. Delegates to national political conventions or to social and fraternal conclaves, returning to their homes, have echoed from one end of the land to the other the incomparable hospitality of the Mound City, giving to it a fame for open cheer that no other community in the world enjoys. It is this hospitable demeanor of the St. Louisan that adds one of the chiefest charms to the city as a place of residence.

Social intercourse brings pride of home. Linked with the hospitality of St. Louisans is a pervading spirit of public improvement. The desire to embellish and adorn the community has been the predominant public inclination throughout the municipal life of St. Louis. Encouraged by the wealth of natural beauties that abound on all sides, this desire has thrived and prospered on accomplishment until, at the dawn of the Twentieth Century, the finest ingenuity is required to devise some new means of enhancing the city's attractiveness.

The progress of the city's development as a place of pleasant residence is traced by the growth of building westward from the Mississippi River. In St. Louis' earliest days the plain but substantial homes of the pioneers were built on the crest of the incline that raises itself from the western bank of the great river. Then, as fortunes accumulated among the settlers, their residences crept away from the noise and bustle of the river traffic and clustered along Lucas Place, on the first reach of the terrace that looks down on the great Father of Waters Perhaps no more comfortable homes were ever erected. The fanciful and fretted architecture of the end-of-the-century palaces presents more sprightly fronts, but certainly none of the latter-day mansions surpass in massive, substantial comfort the old-style, southern homes that were built on Lucas Place in the early days of St. Louis. Many of these structures still stand, quaint monuments of a quaint past, listening to the murmur from the venerable shade trees that surround them of those other times when chivalry reigned.

As the wealth of the community increased, new residence districts blossomed forth. The arts of the gardener and the skill of the builder created new beauties in the Lafayette Park district, along South Broadway on the Bluffs, westward from the Lucas Place environs to Lindell Boulevard and on Grand Avenue. Then came the period of superb palaces. Vandeventer Place was created—an exclusive demesne for the palatial homes of those who sought to test the architect's skill in devising beautiful abodes.

The spirit of emulation among home-builders was abroad and it grew with the erection of each new palace. The residence districts scattered, and, in scattering, spread additional beauties of even greater grandeur. Westmoreland, Portland, Cabanne and West Cabanne Places were laid out, platted and built up into distinctive communities of social sacredness and architectural splendor. The Compton Heights vicinage grew into beauty under the hands of home-builders; and Hawthorne and Longfellow Boulevards became garden spots, vieing in picturesque magnificence with the finest residence sections in the world.

Since then clusters of beautiful mansions have been assembled in scores of neighborhoods throughout the city, until the face of St. Louis has grown like the surface of some great garden. On South Grand Avenue, almost in the Compton Heights district, at the other extreme of the city in North St. Louis and wherever the opportunities of site and surroundings were found, the lavish hand of the home-builder has been at work. Some of these beautiful sections still lack the finishing crown that will come when the prospective dwellers have erected their residences. But they have been laid out with great care in exquisite order for home purposes, with granitoid pavements, shaded by well-set trees, and inclosed with pretty walls and gates which mark them as exclusive reservations. These plats are held by their owners until a raise of values shall have come through the utilization of other residence districts.

But these vacant spaces only set off the exquisite

beauties of the idealic homes that group about them. To plunge from the noise and bustle and grime of the industrial centers into these home districts, is like entering an Elysian realm. The clang of bells, the hoarse whirr of wheels and the turmoil of trade, change to the chirp of birds in the trees, and the tinkle of musical instruments among the houses that nestle amid the foliage. The murmur of fountains among vari-colored flower beds, the soft sighing of the willow as it sways under passing breezes, the quiet of home life, and all the sweet fancies that linger where Art and Nature meet, make of these Boulevards and Places veritable havens of happiness.

The majestic spread of the elm and the sycamore inclose broad avenues along which rise marvels of the architect's fancy. Here a Parthenon front betrays the classic taste of the owner, and there a castellated annex tells of a leaning toward a different style of architecture. Drive-ways between oaks and maples and bordered by silver-leaf poplars lead to splendid palaces, whose fretted cornices and graceful outlines tell that the builders looked to the Renaissance for their architectural ideals. A walnut coppice across the way shelters a row of Ionic columns; and beyond, a stretch of ash and gum trees show the minaret-like projections of a mansion erected along Moorish lines.

One of the most striking features of St. Louis' domestic palaces is the diversification of architectural styles that attended their construction. Now and then a group of these palatial residences are built with some

similarity of outlines, and the Flemish ideal will predominate in this group, the Gothic in another, and the Doric further on. But the general rule seems to have been a diffusion of styles; and in any one of the superb residence places, shut off from ordinary traffic at either end by fanciful gates depending from massive columns, and parked along the center of its entire length with series of variegated parterres and luxuriant foliage trees, are found a dozen different representations of architecture. A search of modern palaces the world over will scarcely reveal a more striking array of homes than are found among these places and boulevards of St. Louis, such as, for example, those of Messrs. J. C. Van Blarcom, Thos. H. West, T. A. Meysenberg and E. C. Sterling, in Westmoreland Place; of Messrs. J. B. M. Kehlor, H. I. Drummond, R. C. Kerens and H. C. Pierce, in Vandeventer Place; of Messrs. S. M. Kennard, W. D. Orthwein, L. B. Tebbetts and J. A. Holmes, in Portland Place; of Messrs. D. M. Houser, J. M. Carpenter, G. W. Garrels, J. B. C. Lucas, and scores of others on West Pine Boulevard; of Messrs. E. A. Busch, Zach W. Tinker, Dr. H. M. von Starkloff and Wm. H. Dittman, on Longfellow Boulevard; of Messrs. C. Stoffregen, W. T. Koken, Prof. C. M. Woodward and L. H. Lohmeyer, on Hawthorne Boulevard; and of other merchant princes and representative St. Louisans in other residence districts

PARKS AND GARDENS.

PROXIMITY to public parks has appeared to be one of the desiderata in the selection of St. Louis residence sites. With a score of these "public lungs" scattered from one end of the community to the other, St. Louis might well be termed the city of parks. Stretches of green trees shading bubbling fountains and hiding pretty sylvan nooks, break the continuity of brick and stone in every quarter of the city. St. Louis parks represent a value of more than $10,000,000, and among them are several that surpass any others in the world in several distinctive features. During its park-making career, the municipality has expended $4,926,087.85 for their purchase. The remainder have either been bequeathed to the city, or are maintained as public resorts under special commissions.

Thousands of dollars are expended annually in the maintenance and adornment of these beautiful reservations. The skill of the gardener and the horticulturist demonstrate the beauteous issue of Nature's union with

Art; and statuary from the studios of some of the greatest artists of the day lend auspice to the other attractions of the parks. Statues of Washington, Lafayette, Humboldt and Shakespeare, of Benton, Clay, Blair and Grant, and of other statesmen, warriors and men of letters, grace opportune coigns in every park in the city.

The largest of these stretches of natural beauty in St. Louis, and the second largest in the country, is Forest Park. It is more than a park, it is a place of gladsome resort for rich and poor alike. Entertainment of infinite variety and extent is afforded all classes. Throughout its 1371.94 acres of area are spread natural and artistic beauties, that both enthrall and entrance. The picturesque River Des Peres winds its way through Forest Park, feeding the many lakes and ponds, on which pleasure craft ply on balmy summer afternoons or under the romantic moonlight. There are menageries, aviaries and aquariums to amuse and instruct; there are fish-hatcheries and plant reservations, in which piscatorial and vegetable specimens are perpetuated; there are spacious picnic grounds for idlers, courts for tennis players, amphitheaters for athletic contests, and racing courses for wheelmen and horses. All are free to the public, and every citizen of the community is entitled to equal enjoyment of all these opportunities for diversion.

The hoot of the owl, the croaking of frogs, the musical trill of the feathered songster, and the gurgle of plashing fountains join in one sweet melody that pervades the great park, and, mingling with the hum of

voices, tell of peace and rest in Nature's bosom. Then on summer evenings the strain of brass bands and loitering musicians, throbbing under the hundreds of electric lights that flash through the park, tell of the human joys and pleasures that come when the day's toil is over.

Hiram W. Leffingwell, whose name indentifies itself with several imperishable institutions in St. Louis, conceived the first definite plan for the establishment of Forest Park. A bill to carry out his project was enacted by the state legislature, and approved on March 25, 1872. But the enactment was opposed by several interested property holders, and a resort to the courts resulted in a decison that it was unconstitutional. St. Louis' characteristic perseverance was involved, and the park promoters again appealed to the legislature. There was a new enactment, approved on March 25, 1874, but this was also assailed in the courts. However, a final decision sustaining every clause of this second act was rendered before the expiration of another year, and the work of laying out the great park commenced at once thereafter. Three appraisers set the value of lands involved at $799,995. This appraisement was approved, and the municipal park board, after the usual processes of condemnation of the selected area, assumed charge of the land. April 15, 1875, witnessed the inauguration of permanent improvements, which have since been carried on with unremitting energy.

To an Englishman who adopted America as his country and St. Louis as his home, the Mound City owes at least two of its world-famous parks. One,

the Missouri Botanical or Shaw's Garden, is peerless in its assemblage of horticultural and floral specimens. In 1858 Mr. Henry Shaw, who had amassed a fortune and retired from commercial life, secured permission to establish his garden at Shaw and Tower Grove Avenues. In that year he organized the collection of plants that has since given to the botanists of the universe one of their deepest interests, and to millions who have had "an eye for the beautiful," or a sympathy for Nature's charms, one of their keenest pleasures. It is claimed that every flower, plant, tree and shrub in the world is represented in Shaw's Garden.

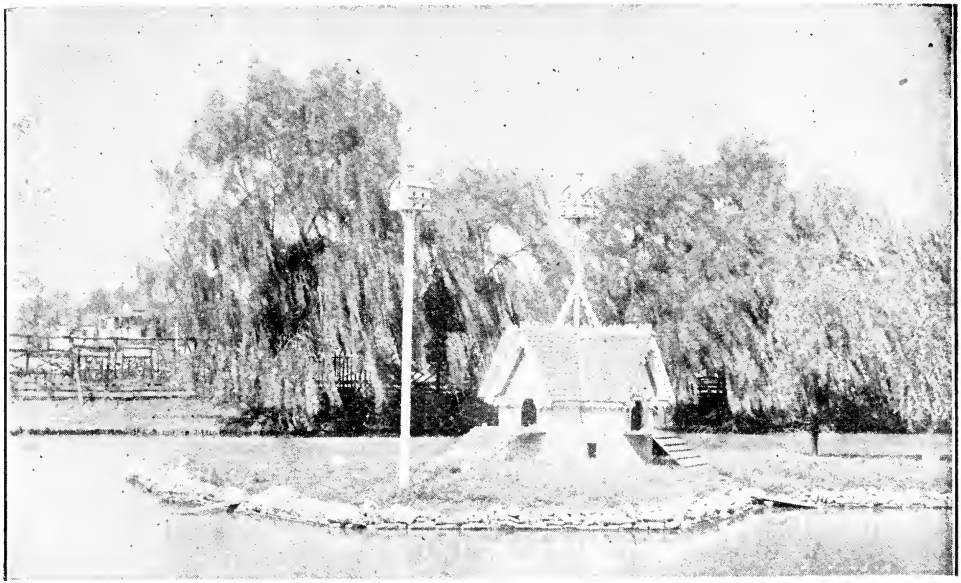
Spread over an area of forty-five acres is a marvelous gathering of plant wonders from every corner of the globe. The giant cacti and lilies of the tropics shelter delicate orchids from the temperate zones; magnificent forest monarchs, standing here and there in isolated splendor, set off the beauties of gorgeous flowers from near-by parterres.

Sylvan grottoes and picturesque dells dot this spread of plant beauties, and between the reaches of floral grandeur hot-houses and conservatories intersperse a number of more fragile growths that require the tender nursing of indoor culture. An extensive botanical library, with more than 10,000 volumes, and two herbariums—one the work of Dr. George Engelman—form important adjuncts of the great garden. Henry Shaw died in 1889, bequeathing a large estate valued at more than $1,000,000 for the maintenance of his matchless garden as a public resort. The directions of his will are carried out with scrupulous nicety, and hundreds of

thousands of persons annually marvel at the surpassing grandeur of the botanical collections. Admission is without charge, and ample provision is made to render a visit to the garden both instructive and entertaining.

Just South of Shaw's Garden is St. Louis' most beautiful park. While Tower Grove Park lacks the area of other public reservations, it makes up in exquisiteness of design and beauty of arrangement what it lacks in dimensions. It is one of the most artistically kept parks in the world. Tower Grove Park is also a gift to St. Louis from Henry Shaw, but its bequest was conditioned on the annual appropriation by the city of $25,000 for its maintenance. The yearly expenditure of this sum insures the most careful preservation and the most industrious extension of the park's beauties, and they are countless. It is Tower Grove Park that contains the most beautiful statues in the city's custody. It is Tower Grove Park, too, that contains a mulberry tree which has reared its spreading branches from a slip brought from Shakespeare's tomb on the Avon, and planted here by Adelaide Nielson of histrionic fame. Tower Grove Park has an area of 266.67 acres, and, like Shaw's Botanical Garden, is under the care and supervision of a special Board of Trustees.

Carondelet Park, in the extreme southern portion of St. Louis, has an area of 180 acres. Next in point of dimensions ranks O'Fallon Park, at the other end of the city, with 158.32 acres. Besides the parks mentioned are the following: Compton Hill Reservoir Park, on South Grand Avenue; Benton Park, Jefferson Avenue and Arsenal Street; Carondelet, at Ninth and Kansas;



RABBIT ISLAND IN DEER PADDOCK LAKE, FOREST PARK.

Carr Square, between Wash, Carr, Fourteenth and Sixteenth Streets; Clifton, at Simpson and Bowman Avenues; Fountain, at Bayard and Fountain Avenues; Frisco, at Clifton and Wilson Avenues; Gamble, between Gamble and Dayton Streets and Glasgow and Garrison Avenues; Gravois, on Louisiana Avenue, between Potomac and Miami Streets; Hyde, between Salisbury and Bremen and Blair Avenue and Twentieth Street; Jackson Place, Eleventh and North Market Streets; Kenrick Garden, Lindell Boulevard and Vandeventer Avenue; Klondike, Grand Avenue and Meramec; Laclede, Iowa Avenue near Osage; Lafayette, between Mississippi, Lafayette and Park Avenues; Lemp's, Thirteenth near Utah Street; Lyon, on Broadway, between Arsenal and Utah Streets; O'Fallon, on Broadway near Bircher Street; South St. Louis Square, between Broadway, Courtois and Pennsylvania Avenue; St. Louis, between Benton, Hebert and Twenty-first Streets. In addition to these are the great Fair Grounds and New Sportsman's Park, in Northwest St. Louis; Cherokee Garden, and other pleasure retreats, where entertaintment is offered amid the refreshing odors of foliage and flowers.

But St. Louis has not ceased making parks nor stopped its efforts to beautify the community. A beautiful park is being laid out at Chain of Rocks, overlooking the Mississippi in North St. Louis; and a great project is under way for a riverside drive that will lead from the center of the city along the western bank of the Father of Waters to Jefferson Barracks on the south, and to the Water Works on the north.

EDUCATION AND LITERATURE.

TURNING from a scrutiny of material conveniences to the higher needs of mind and soul, one is struck by the educational and moral advantages of St. Louis. The best tribute to its public school system is found in the fact that numbers of other cities have followed its lead along various plans of education. St. Louisans point to no valued possession of their city with more pride than to its public schools. And this is justly so. No city in the world can boast a better plan of public education more extensively applied.

Under the direction of a Board of Education, whose officials seek constantly to keep abreast of the times, not only in the matter of curriculum, but in the spirit, means and methods of instruction as well, the public school system of St. Louis easily becomes a source of interest to educational circles throughout the world. For instance, an experiment, which is being closely watched by the school boards of a number of the larger cities of the country, is in progress in St. Louis. It consists of

the construction and use of portable schools to meet the changing necessities of the scholastic population in the outlying districts. This venture, which was planned and first placed in operation in 1899, is proving eminently satisfactory.

There are 125 public school buildings in St. Louis, containing 1,275 separate rooms. These school houses are massive structures, acknowledged models, and the High School on Grand Avenue is a veritable palace of learning. In 1901 there were 1,638 teachers, with an enrollment of over 112,000 pupils. In the higher-grade schools, manual training and domestic science have been added to the course of study. Educators of international reputation have acknowledged that the methods pursued in these schools are excelled nowhere in the world. The range of instruction is considered sufficiently comprehensive to well fit an ambitious youth for a creditable struggle in life. And, indeed, the more liberal plans that obtain nowadays in the universities of the country, a diploma from the St. Louis High School is regarded as sufficient equipment to gain admission to almost any of them.

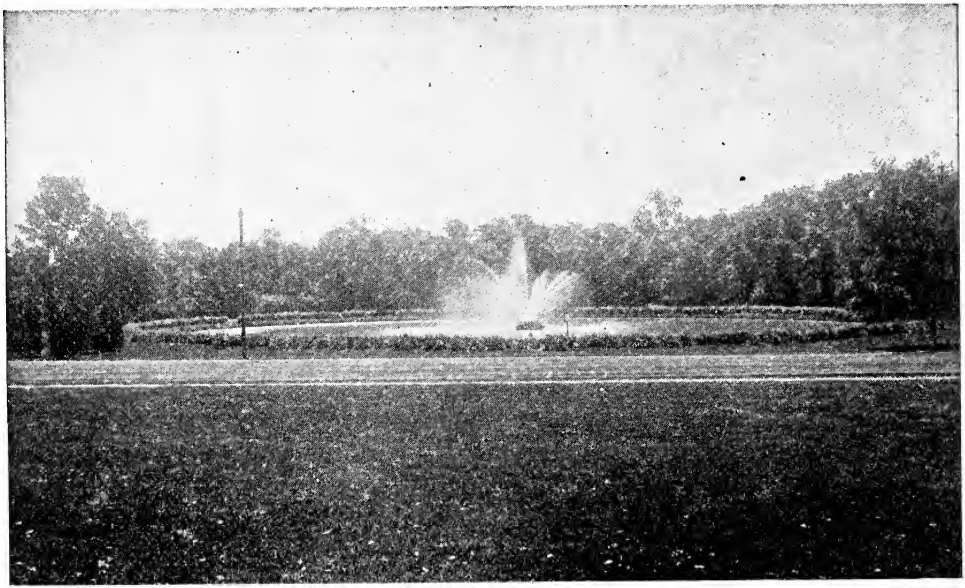
Every phase of the student life has been and is closely studied by those who direct the city's public schools. Not only are the mental and moral elements carefully looked after, but the physical well-being of every pupil is safely guarded. Hygiene and physical culture are prominent features of the public schools' management.

So broad is the scope of instruction that at the High

School a military training is furnished. There, as at all the other larger educational institutions of the city, is stationed a United States Army officer, who serves as a military instructor. The arms and accouterments are furnished by the Federal Government, while the other expenses of this branch of training are defrayed by the Board of Education, in the case of the High School, and by the universities, colleges and academies themselves in the cases of the other institutions.

Students from every zone and every country attend these latter institutions. The fame of Washington and St. Louis Universities extends to the remotest corner of civilization.

Universities these great establishments are in every sense that their name implies, embracing as they do teachings and students of the whole universe. No study is absent from their curriculum, from the last sciences to the most modern utilities. Washington University is credited with one of the largest aggregate endowments ever possessed by an educational establishment. Just beyond Forest Park, work has been commenced on a series of mammoth structures in which are to be assembled the University and its auxiliaries, now domiciled at Seventeenth Street and Washington Avenue and in other buildings near the center of the city. An idea of the extensiveness of the institution is given by the statement that it comprehends the following establishments: Undergraduate Department, including the College and the School of Engineering, at Washington Avenue and Seventeenth Street; Henry Shaw School of



CIRCLE LAKE IN FOREST PARK.

Botany, 1724 Washington Avenue; St. Louis School of Fine Arts, Nineteenth and Locust Streets; St. Louis Law School, 1417 Locust Street; St. Louis and Missouri Medical College, 1806 Locust Street; and Missouri Dental College, 1814 Locust Street. The following schools have also been organized under the charter of the University: Smith Academy, Washington Avenue and Nineteenth Street; Mary Institute (for girls), at Locust and Beaumont Streets; and the Manual Training School, at Washington Avenue and Eighteenth Street.

All the funds required for the establishment of the University on its new site beyond Forest Park are already in the hands of the Board of Directors. The ground, covering 153 acres, admirably adapted to university purposes, was purchased for $350,000, subscribed by citizens of St. Louis. The new buildings will be as follows: A hall, which will include the administration offices of the University, and rooms for such subjects of instruction as do not require laboratories, to cost $250,000, the gift of Mr. Robert S. Brookings; two buildings for the engineering department—civil, mechanical and electrical—together with the architectural branch, to cost $250,000, the gift of Mr. Samuel Cupples; a building devoted to chemistry, to cost $100,000, the gift of Mr. Adolphus Busch; and a dormitory, to cost $100,000, the gift of Mrs. John E. Liggett. The Board also holds the gifts of the late Stephen Ridgley, amounting to $100,000, to be expended in the construction and maintenance of a library

building. All the new structures are to be ready for occupancy by September, 1901.

Washington University was incorporated under the State laws on February 22, 1853.

Considerably older, with a superb structure at Grand Avenue and West Pine Boulevard, is the St. Louis University. It was founded as the St. Louis College by the Jesuit Fathers in 1828, and on December 28, 1832, the state legislature granted the institution a charter under its present title. The magnificent domicile in which the University is conducted was built in 1888. In extent, proportions and beauty of design, it is one of the architectural prides of the city. Year by year the great structure has been added to, until the series of buildings now occupies the greater part of an unusually spacious block. Some of the most famous men in Missouri's history have claimed St. Louis University as their alma mater. One of the prettiest features of this great University is furnished by its military element. The cadets are regularly organized into military companies in regimental formation, with a drum and bugle corps.

One of the most famous educational institutions in the West is the Christian Brothers' College, located on a peculiarly favorable site in the northwestern portion of the city, on Easton Avenue. It was founded in 1851 at the request of Archbishop Kenrick, by Brothers Patrick, Dorothy, Paulian, Barbas and Noah, of the Brothers of the Christian Schools. The establishment was incorporated by the state legislature in

1855, being empowered "to grant diplomas, confer degrees and bestow all literary honors usually conferred by universities of learning." The aim of the College is to give the highest type of liberal education in literature, the sciences and commerce. The most lavish encomiums are well deserved by its conscientious corps of instructors, and no institution of learning in the world has won a relatively larger measure of success than the Christian Brothers' College. The faculty pays close attention to physical culture and discipline. More than ten acres of the College grounds have been converted into ball fields, tennis courts and athletic arenas, and there are, in addition, two fully-equipped gymnasiums. All the students are required to take part in the regular gymnastic training.

Not one whit behind the universities and colleges for boys are St. Louis' great institutions of learning for girls. Mary Institute and Forest Park University are known from one end of America to the other. But it is to the convents of St. Louis that one is naturally directed by mention of establishments for the instruction of girls. The sweet incense of maidenhood that lingers around those sacred edifices is mingled with an exalting sense of the great work that is done inside their cloistered halls. The Academy of the Sacred Heart at Maryville in South St. Louis is indissolubly linked with the educational achievements of the Mound City. It is conducted by the Religious of the Sacred Heart, under direction of a Mother Superior. The beautiful grounds surrounding the Academy contain twenty-two

acres of wood and lawn on a bluff overlooking the Mississippi River. A unique feature of the institution is that the French language is the only tongue heard within its portals, save in the class-rooms.

No less picturesque is the Young Ladies' Academy of the Visitation in Cabanne Place, between Belt and Union Avenues. Its Sixty-Eighth Annual Commencement exercises were held in June, 1901. The Academy is conducted by the Religious Sisters of the Order of the Visitation, founded in 1610 in Haute-Savoie, France, by St. Francis, Count of Sales, and Ste. Jane Frances, Baroness of Chantal. It is located on an elevated site, with shaded walks, ample grounds, an extensive and commodious range of buildings, and a gymnasium and bowling alley for exercise in inclement weather. Of course, as in all similar institutions, music, deportment, the polite languages and everything that goes to make up the complement of womanly accomplishments, receive especial attention in the course of instruction.

Another hilly eminence in St. Louis is adorned by the Ursuline Academy, at Twelfth Street and Russell Avenue. It was opened as a modest school on November 2, 1848, on Broadway—then Fifth Street—by four Sisters of the Ursuline Order. On January 2, 1850, the site of the present Ursuline Academy was selected by Archbishop Kenrick. The building is spacious, and the appointments of the most carefully selected character.

St. Vincent's Seminary and a number of other con-

LAFAYETTE BRIDGE, FOREST PARK.

vents amplify the capacities of the city for the education of girls, while several hundred private and parochial schools are distributed throughout St. Louis. Beside these are numbers of business, independent and technical colleges, among them being the Barnes Medical College, Bishop Robertson Hall, Marion-Sims College of Medicine, Hosmer Hall, and the St. Louis College of Physicians and Surgeons.

Closely allied to the educational system of the city, if not properly a part thereof, are the public libraries. There are a number of these with a scope of books sufficiently extensive in range to meet the tastes and wants of the best educated community in the world, and with a population twice as numerous as that of the Mound City. The Public Library, in the Board of Education Building at Ninth and Locust Streets, was established in 1865 by the School Board. It now contains 140,000 volumes and 27,000 pamphlets. The reading-room is supplied with 549 regularly-furnished periodicals and twenty-one daily newspapers. Admission to this world of literature and knowledge is absolutely free. The total issue of books and periodicals at the Public Library aggregates 1,000,000 annually.

Rivaling the Public Library in every way is the Mercantile Library, at Broadway and Locust Street. In 1901 it numbered 3,700 members, who had access to upward of 112,000 volumes and 480 regularly-furnished periodicals. The annual attendance at the Mercantile Library approximates 125,000.

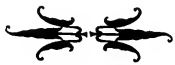
Of course, every institution of learning in St. Louis

has its library, but in addition to these are a number of public collections of books attached to various organizations and establishments. Among these are the St. Louis Law Library, established in 1838, having 26,000 volumes in 1900; the Odd Fellows' Library, at Ninth and Olive Streets; and the Young Men's Christian Association and St. Louis Turn Verein Libraries.

With its schools and libraries, the Mound City possesses an abundance of encouragement for literature and the arts. Indeed, St. Louis ranks among the most generous patrons of the worlds of letters and ideals. She has set some of the brightest figures in the dramatic and literary firmaments, while sculptors and painters have gone forth from the Mound City to lasting fame. The success that St. Louisans have won in the literary field has been fostered and is reflected by the city's press. St. Louis boasts eight daily newspapers, each of which is conducted on the most progressive metropolitan plans. The St. Louis Globe-Democrat, the organ of Missouri Republicans, is one of the world's foremost morning newspapers. Its energetic competitor, the St. Louis Republic, founded in 1808, represents the Democracy in the morning newspaper field. The St. Louis Post-Dispatch, one of the leading afternoon newspapers of the country, is famous for its earnest championship of the Democratic party; while one of its competitors, the St. Louis Star, is equally as zealous in the support of Republicanism. The St. Louis Chronicle, also an afternoon newspaper, maintains an independent attitude in political affairs, though being recognized as an organ of the masses.

The Westliche Post, a morning newspaper printed in German, has an extensive circulation. By many it is accounted the foremost German-American daily newspaper. Its local competitor in the morning newspaper field, the Amerika, is devoted largely to German religious affairs. The Abend Anzeiger, really the afternoon edition of the Westliche Post, is an influential paper with marked energy and progress. The Daily Hotel Reporter occupies a field all its own.

A number of high-class weekly, semi-monthly and monthly periodicals add to the current literature of St. Louis. Some of these are technical publications. Others are devoted to certain cults and societies, and a number of them are printed in foreign tongues. Altogether, the Mound City has 267 regular publications.



WORLD'S FAIR.

THE officers of THE LOUISIANA PURCHASE EXPOSITION COMPANY, the corporation organized to create and conduct the World's Fair, are:

President,	- -	DAVID R. FRANCIS,
Treasurer,	- -	WILLIAM H. THOMPSON,
Secretary,	- -	WALTER B. STEVENS.

[*Headquarters, sixth and seventh floors Laclede Building, Southwest Cor. Fourth and Olive Streets.*]

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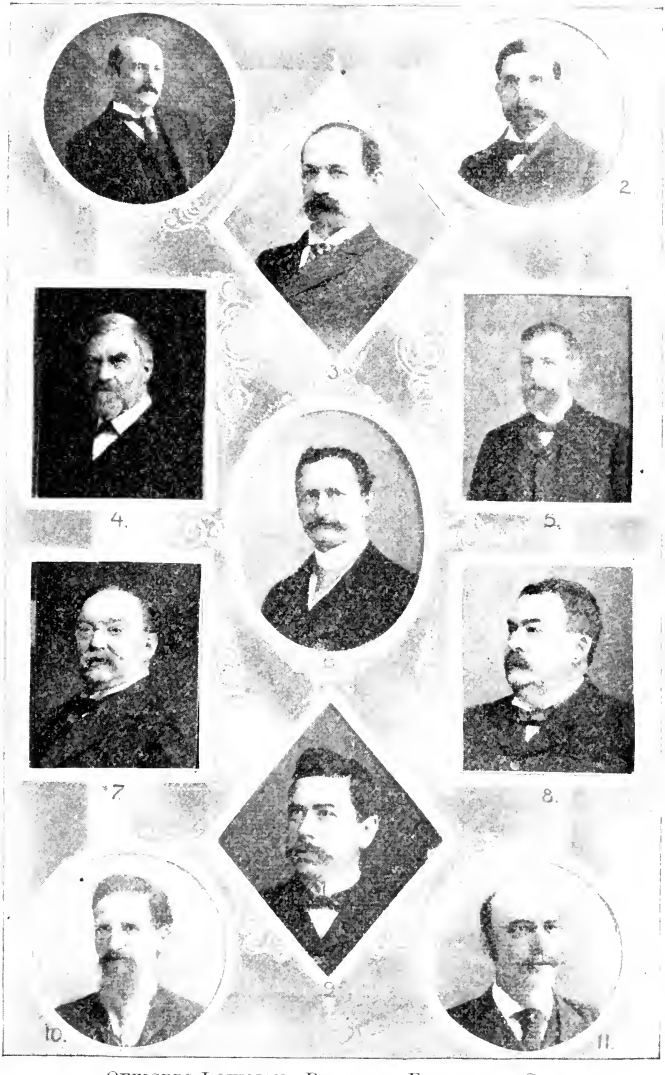

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WHO THEY ARE.

David R. Francis, President of the Louisiana Purchase Exposition Company, is the head of the firm of Francis Bro. & Co.; vice-president of the Merchants-Laclede National Bank; director of the Mississippi Valley Trust Company, and connected officially with or interested in many other great financial and business concerns. Thoroughly indentified with the growth of St. Louis from boyhood, he is recognized as a leader in the city's social, business, and political life. Born in Richmond, Ky , Oct. 1, 1850; came to St. Louis when only 16; graduated from Washington University in 1870; entered commercial life as a clerk; began business for himself in 1877. He was vice-president Merchants' Exchange in 1883, and president in 1884. His popularity forced him into politics,

and he was elected Mayor of St. Louis in 1885; elected Governor of Missouri in 1888; and served as Secretary of the Interior during a portion of President Cleveland's second term. Gov. Francis married in 1876 Miss Jennie Perry. They have six children, all boys. The family residence on Maryland Avenue is one of the handsomest homes in the city.

WILLIAM H. THOMPSON, Treasurer, is president of the National Bank of Commerce, and officially connected with half a hundred other financial and business concerns. He is vice-president of the Laclede Building Company; treasurer of the Odd-Fellows' Hall Company, an officer and one of the organizers of the Commonwealth Realty Company that built the Planters' Hotel. Though a banker by profession, and recognized as a great financier, he is or was a plumber by trade. He was born in Huntington, Pa., Oct. 13, 1830; came to St. Louis in 1853, and worked as a plumber. Eleven years afterwards he established a factory for the manufacture of lead pipe and sheet lead. He organized the Missouri Lead and Oil Company in 1871, and was elected president of the Bank of Commerce in 1883. He was formerly president of the St. Louis Gas Company. Is thoroughly identified with the financial and commercial growth of the city. The family residence is on Lindell Boulevard.

WALTER B. STEVENS, Secretary, was born at Meriden,

Conn., in July, 1848. His parents moved west when he was five years old, and he grew up in Peoria, Ill. In 1866 he went to Ann Arbor and entered the Michigan State University, from which he graduated in 1870. Within ten days of his graduation, when 22, he began his newspaper work as a reporter on the St. Louis Times. In 1881 he joined the staff of the St. Louis Globe-Democrat, where in a short time he was made city editor. Later he became traveling correspondent for that paper, and in 1885 was made its Washington correspondent, which position he held until called to the secretaryship of the Louisiana Purchase Exposition Company. While traveling correspondent he wrote several series of articles on "Convict Camps and Penitentiaries in the South," "Black Labor in the South," "Among the Mormons: Talks with Saints and Sinners," and others. Among his classmates at Ann Arbor were Wm. R. Day, late secretary of state, and now United States Circuit judge; Prof. Bernard Morse, of the University of California, and now a member of the Philippines Commission; Alfred Noble, member of the Government Isthmian Canal Commission; William L. Penfield, solicitor for the Department of State at Washington; and Marcus Baker, United States Geographer of the Geological Survey.

DANIEL M. HOUSER, Vice-President, is the president of The Globe Printing Company, publishers of the

Globe-Democrat; director of the St. Louis Trust Company, and interested in many other great financial and business concerns. He has been a prominent figure in public affairs, a power in national, state and city politics, and a leader in the city's progress for almost half a century. Indefatigable as a worker, he has built up, in the Globe-Democrat, one of the greatest newspapers in the world. Mr. Houser was born in Washington County, Maryland, December 23, 1834; family moved to Missouri four years later, and came to St. Louis in 1846. He was employed by the St. Louis Union in 1851, remaining with the paper until it merged with the Missouri Democrat; became book-keeper and business manager of the Democrat. He was one of the founders of the Globe in 1872, that afterwards absorbed the Democrat. The consolidated papers became the Globe-Democrat. Mr. Houser became president of the Company in 1879, and has directed the destinies of the great paper ever since. Though a very wealthy man, he works as many hours a day and as hard as any one of his hundreds of employes. He can be met at almost any hour of the day, and often as late as midnight, in some part of the great Globe-Democrat establishment giving personal directions, or chatting genially with heads of departments or workmen, for all his employes are his personal friends. Mr. Houser has been twice married. The family home is on West Pine Boulevard.

CYRUS P. WALBRIDGE, Vice-President, is president of the J. S. Merrell Drug Company. He has been conspicuous in professional, business and official life for thirty years, for he has attained success as a lawyer, a drug merchant and a politician. Born at Madrid, New York, July 20, 1849; educated at Carleton College in Minnesota; took law course at Ann Arbor; began the practice of law in St. Louis in 1870. Became legal adviser, in 1872, of Jacob S. Merrell, then the city's leading drug merchant. Married Miss Lizzie Merrell, and on the death of his father-in-law became president of the company, and later became president of the Western Wholesale Druggists' Association. In 1881 he was elected to the Municipal Assembly, serving two terms in the House of Delegates. Was elected president of the City Council in 1889, and in 1893 was elected mayor. Mr. Walbridge is a thoroughly progressive man, energetic, enthusiastic and one of the busiest men in town. The family residence is in Westminster Place.

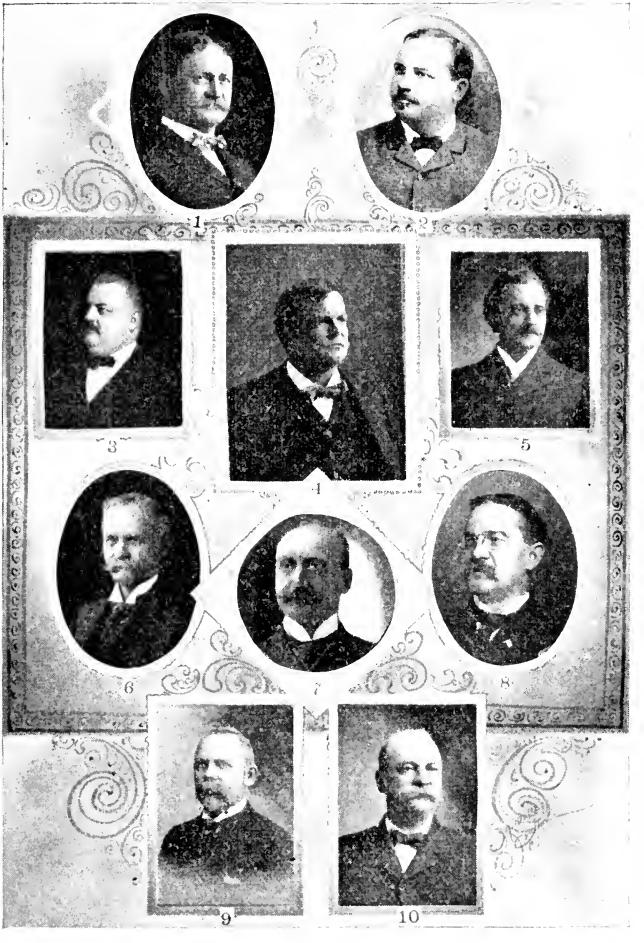
CORWIN H. SPENCER, Vice-President, is a capitalist, whose name is identified with St. Louis' progress and prosperity. He is first vice-president of the Mercantile Trust Company, vice-president St. Louis Transit Company, third vice-president Merchants' and Manufacturers' Investment Company, director of the Continental National Bank, St. Louis Title Guarantee Company, Fort Scott and Memphis Railroad, besides a number of smaller corpora-

tions. Mr. Spencer was born in Morgan County, Ohio, and began mercantile life as a clerk. After a business college course in St. Louis, he became connected with the grain commission house of Harlow, Gelston & Co., and rapidly rose, becoming a member of the firm in 1876, the firm name being changed to Harlow, Spencer & Co. The firm went out of business in 1882, but Mr. Spencer remained identified with the grain commission trade, and in 1889 organized the firm C. H. Spencer & Co., which was incorporated a year later as the C. H. Spencer Grain and Elevator Company. July 1, 1897, Mr. Spencer closed out his active commercial interests, and became interested in street railways, becoming president of the Southern Electric Road, and president of the National Railway Company. When the street railways in St. Louis were consolidated, Mr. Spencer became, through his properties, interested in the Transit Company and United Railways Company. He served one term as president of the Merchants' Exchange; served as chairman of the St. Louis Traffic Bureau, and as vice-president of the Business Men's League. He belongs to the Noonday, Commercial, St. Louis, Log Cabin and Country Clubs. In 1875 he married Miss Mary E. Harlow. His family residence is in Washington Terrace.

CHARLES H. HUTTIG, Vice-President, is president of the Third National Bank; president of the Huttig

Sash and Door Company of St. Louis; director of the American Central Fire Insurance Company; director of the Mississippi Valley Trust Company; director of the St. Louis Safe Deposit and Savings Bank, and financially interested in other large enterprises. Mr. Huttig was born in Muscatine, Iowa, and received his early business training in the bank of Cook, Musser & Co., in that city. Came to St. Louis in 1885, and shortly after established the Huttig Sash and Door Company. A man of progressive ideas, energetic and quick to think and act, he has been a foremost figure in business and public affairs almost from the day of his arrival in St. Louis. He is a member of the Merchants' Exchange, and of the Mercantile, St. Louis and Noonday Clubs. Served nearly five years as a member of the Board of Education, and three years as secretary of the Citizens' Smoke Abatement Association. In 1892 he married Miss Annie E. Musser of Muscatine, Ia. The family residence is on Raymond Avenue.

SAMUEL M. KENNARD, Vice-President, is president of the J. Kennard & Sons Carpet Company; president of the Missouri Savings and Loan Company; director of the American Exchange Bank; director of the Mississippi Valley Trust Company; director of the Kinloch Telephone Company; director of the St. Louis and Suburban Railway Company, and largely interested in several real estate and other corporations. He has been a resident of St. Louis



WORLD'S FAIR DIRECTORS.

1. W. C. Steigers.
2. James Campbell.
3. Ed. S. Orr.
4. F. W. Lehman.
5. John Schroers.
6. Paul Brown.
7. Nathan Frank.
8. Joseph Ramsey, Jr.
9. Chas. W. Knapp.
10. R. H. Stockton.

since 1857, coming here with his parents from Lexington, Kentucky, where he was born in 1842. During his entire business life he has been connected with the great business firm his father founded in 1857. He served in the Confederate Army, and at the close of the Civil War he became a partner in his father's firm. On the death of the senior Kennard the firm was incorporated, with Samuel M. Kennard as president. He is a director and was once president of the St. Louis Exposition and Musical Hall Association. He is a member of the Mercantile, St. Louis, Noonday and Commercial Clubs. In 1867 he married Miss Annie R. Maude, and has six children. The magnificent home of the Kennards is in Portland Place.

SETH W. COBB, Vice-President, is the head of the grain and commission firm of Cobb & Gardner, and has for many years been a prominent figure in the commercial life of St. Louis. He was born in Southampton County, Va., December 5, 1838, and at the beginning of the Civil War entered the Confederate Army as orderly sergeant, rising to the rank of major. Was a grocery clerk in Petersburg for a short time after the war, and then became editor of the Petersburg, Va., Index. In 1867 he came to St. Louis, and after serving as clerk with various firms began business on his own account in 1875, and the firm with some changes still exists. In 1889 he was elected to Congress

from the Twelfth Missouri District and served three terms. He was president of the Merchants' Exchange when the Merchants' Bridge was projected, and became president of the company that built the bridge. In 1876 he married Miss Zoe Desloge. They have one daughter. The family residence is in Westminster Place.

AUGUST GEHNER, Vice-President, is head of the firm of August Gehner & Co., real estate; president of the German American Bank; vice-president of the German Insurance Company; director of the Mississippi Valley Trust Company; one of the owners of the Rialto Building, and actively connected with a dozen other concerns. He was born in Hanover, Germany, September 18, 1846, and came to St. Louis when only thirteen years old. Entered government employ when he attained man's estate, serving under the United States Surveyor-General. In 1868 he established the firm of August Gehner & Co., of which he is still the active head.

PIERRE CHOUTEAU, Vice-President, is a capitalist. He is the eldest son of Charles Pierre Chouteau, and the family history is a part of the history of St. Louis. He was born in St. Louis in 1849, but was educated abroad, principally at the Royal School of Arts, Mines and Manufactures in Liege, Belgium. He adopted the profession of engineering, but followed it only a short time, the control of the family estates calling for all his time and attention.

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Field Director of Department of Mines and Metallurgy—Dr. W. S. Ward.

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JOHN F. MILLER of Indiana.

NATIONAL COMMISSION COMMITTEES.

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Executive—Carter, ex-officio member; Miller, Betts, Scott and Allen.

Arbitration—Thurston and Allen.

Plan and Scope—McBride, Betts, Miller, Lindsay and Glynn.

Hon. Joseph Flory of St. Louis is secretary of the National Commission.

[*Headquarters, Southern Hotel.*]

WORLD'S FAIR LOCATION.

THE western half of Forest Park and territory adjacent thereto, selected as the site of the great Exposition commemorative of the centennial of the Louisiana Purchase, is considered an ideal location in every respect. The combined wisdom, experience and foresight of men identified with the progress and prosperity of the community, selected the Forest Park site after most careful deliberation and mature consideration; and their choice was unanimously approved by the National Commission. The location is so easy of access from all directions that it might almost be considered in the heart of the city. From the Union Station it is only twenty minutes ride by electric car, and less than half an hour allows ample time to reach the location from either of the big down-town hotels or from the business center. The system of transfers in operation will land a passenger by trolley car on the grounds from the extreme limits of the city in any direction for one fare—five cents.

Forest Park, the western half of which will be occupied by the Fair, is in the central western part of the city. A line due west from the postoffice, the court house, Union Station, City Hall, Four Courts, or either of the present large down-town hotels, will strike an entrance to the park. It is the second largest city park in the United States, Fairmount Park in Philadelphia alone exceeding it in size. The exact area is 1371.94 acres. The eastern half is splendidly cultivated and artistically arranged to the limit of the landscape gardener's skill and talent. The western half is as nature made it—almost primeval forest. This portion of the park includes 668 acres. Take a map of the city, and, beginning at a point on the southern edge of Forest Park, about midway between Euclid Avenue and the Skinker road, trace a line northward across the park to a point on "The Concourse," directly west of the pagoda, keeping Mirror lake and the music stand to the east, and the big lake to the west; thence northwestwardly to and following the Wabash Railroad to the northern line of the park. Within the space bounded by this line on the east, and the northern, western and southern limits of the beautiful reserve, is a little more than one-half of Forest Park. This and such additional territory as may be required outside the park on either side will be the site of the great World's Fair—between 1000 and 1200 acres, all seemingly especially designed by nature for the purpose.

A "jog" or notch at the northwest corner of the site is made necessary by the location of the magnifi-

cent new buildings of Washington University, now in course of construction. The University will overlook the western part of the Fair. There is, however, no obstacle, either legal or physical, to extending the Fair site area almost indefinitely on the west, north or south.

Because of the natural condition in which the western half of Forest Park has been kept it has come to be known as "The Wilderness." Over the entire stretch tall, stately shade trees grow luxuriantly. A single driveway, an extension of the Concourse, penetrates this portion, climbing hills and winding around ridges until the level plateau is reached, and then penetrating almost to the western boundary of the park. The eastern portion for perhaps one-third of the distance to the western line of the park is hilly. There is a succession of three or four of these hills, none of them very high and all with gentle slopes. From the Catlin tract on the north and near the Skinker Road on the west, the river Des Peres enters the park and coils and winds about down to the eastern limit of the park site and thence into the improved portion of the park. No less than six small tributaries enter it as it journeys to the eastward before reaching the boundary of the Fair grounds. The largest lake in Forest Park is included in the Fair site. Its most eastern limit and that of the site itself are practically identical. Just to the west of the lake is the large track and hippodrome of the Gentlemen's Driving Club, the diagonal line drawn in a northwesterly direction in tracing the boundaries of the site almost touching the grand stand. Close by

WORLD'S FAIR DIRECTORS.

1. D. C. Nugent.
2. J. C. Van Blarcom.
3. Murray Carleton.
4. Festus J. Wade.
5. Norris B. Gregg.
6. Dr. J. J. Lawrence.
7. A. L. Shapleigh.
8. A. D. Brown.
9. Jonathan Rice.
10. J. J. Schotten.

are the smoothly-surfaced lawn tennis courts. All of these of course will be wiped out at almost the first stroke of World's Fair work in the park.

The land outside the park included in the area as now laid out is hilly on the west, and unimproved. On the north it is perfectly level and has been platted for residence purposes. A portion of it, known as the Catlin tract, is classed as among the highest-priced residence ground in the city. On the south the land is high, and a portion of it is improved.

The existing facilities of approach to the Fair site render the problem of transportation, always a serious one in affairs of this kind, easier of solution than is generally the case with enterprises of so vast a nature. Forest Park is the western terminus of practically all the east and west street railway lines of St. Louis. Inside of the park there are now three street railway stations. In addition five steam railways run in close proximity. The Laclede Avenue and Market Street electric lines terminate at a pavilion at the eastern limits of the park, and the Olive Street line at the northeast corner. The Delmar Avenue line enters a pavilion on De Baliviere Avenue, inside the site. The Transit Company's Clayton line runs on Skinker Road, the western limit of the park, and included in the Fair grounds. All of these lines have their eastern termini in the center of the downtown business district of the city. A line of the Suburban Railway crosses from the north on Union Boulevard and forms a loop inside of the park. For all of the lines not actually entering the Fair grounds,

possibilities of extension are offered. At Forsythe Junction, one block north of the park, and included in the contemplated limits, is a station of the Wabash and Colorado railroads. The Missouri Pacific, Frisco and Iron Mountain lines enter the city a few blocks south of Clayton Road. Between their tracks and the Fair grounds the land is such as to make the construction of switches and extensions an easy matter. The proposed belt line contemplates the location of a station inside of the grounds.

For drivers, bicyclists and patrons of automobiles the grounds are of easy access. The approaches on all sides are thoroughfares of the very finest of street paving construction. Lindell Boulevard, on the north limit of the park, is nationally famous as a driveway. Delmar, McPherson and Maryland Avenues, approaching from the east, all are splendidly paved, beautiful residence streets. Union Boulevard and Goodfellow and Hamilton Avenues, which extend to the grounds from the north, are popular for driving and wheeling purposes. Skinker Road, on the west, and others of the adjacent county roads are macadamized and always are in the best of condition.

Forest Park is the undisputed property of the city of St. Louis, the municipal park board having assumed charge in 1874. The adjoining properties whose use is contemplated will be leased from the owners, or secured through condemnation proceedings, for which careful provision has been made by law.

The use of the park portion of the site was made

possible by the passage of an ordinance by the Municipal Assembly. When suggestions for sites were called for, seven locations for the fair were suggested. All these had their ardent advocates; but when the Forest Park site selection was announced all sectional or factional feeling faded, and, with that spirit of civic pride that is characteristic of St. Louisans, everybody approved. What little opposition was shown by people whose love for Forest Park prompted them to protest against the destruction of any of its attractions, disappeared when it was made plain that the eastern half of the park would be preserved, and that the Louisiana Purchase Exposition Company was obligated to set aside an ample fund for the complete restoration of the park immediately after the close of the great Exposition.

CHRONOLOGY OF THE EXPOSITION.

WITH a World's Fair assured on a scale of magnificance never before attempted, in which the Nation, the City of St. Louis as a corporation, and the people of St. Louis are equal factors, the story of how and why the great project was commenced and brought to full fruition is replete with interest for all the world. It is now an accepted fact that the nations of the earth will assemble in St. Louis in 1903 to join in the celebration of the centennial of the purchase by the United States of that vast area known as the Louisiana Territory.

Fifteen million dollars have been subscribed for stock in the Louisiana Purchase Exposition Company—five million by the United States Government, five million by the City of St. Louis, and five million by popular subscription. The State of Missouri has appropriated one million dollars to be expended in making a fitting exhibit of the State's resources. Other States have made or will make similar provision for a like

purpose. The Government has appointed a board of commissioners to act in an advisory capacity and guard the Government's interest. The Louisiana Purchase Exposition Company has perfected organization and got the work under such splendid progress, directed by men of such energy, that there is every reason to feel assured that the gates of the great exposition will be thrown open on time.

In the spring of 1897 the Missouri Historical Society and the press began the agitation of a plan to celebrate the one hundredth anniversary of the acquisition of the "Louisiana Purchase" by the United States, and the citizens of the States within the Territory were invited to make suggestions bearing on the celebration.

In September, 1898, the Missouri Historical Society appointed a committee of fifty to decide upon the manner of holding the celebration, and the committee, in turn, appointed a committee of ten to consider the various methods proposed and to suggest the best and most practicable.

November 26, 1898—The committee of ten reported to the committee of fifty, advocating a celebration by all the States in the Purchase, and the committee of fifty approved the recommendation. It was forwarded to Gov. Lon V. Stephens, with a recommendation that a convention of representatives of the Louisiana Purchase States be called for St. Louis, to decide upon the place of holding such celebration.

December 13, 1898—Gov. Stephens issued a call for a convention in St. Louis for January 10, 1899.

January 10, 1899—Representatives of all the Louisiana Purchase States met in St. Louis at the Southern Hotel, and decided that a World's Fair would best commemorate the event, and that it should be held in St. Louis in 1903.

January 11, 1899—An executive committee was appointed, with former Gov. David R. Francis as chairman, and a committee of fifty was named to carry out the World's Fair idea.

February 11, 1899—The general committee was raised to two hundred and organized, with Pierre Chouteau as chairman and Jas. Cox as secretary. Finance and legislative committees were appointed, with Wm. H. Thompson and Frederick W. Lehmann as chairmen, respectively.

February 25, 1899—The Senators and Representatives of the States of the Louisiana Purchase were tendered a banquet at Washington by members of the general committee.

April 23, 1899—A citizens' mass-meeting was held at Music Hall, and $4,244,670 was subscribed toward the $5,000,000 fund which St. Louis was pledged to raise.

April 27, 1900—Hearing at Washington, D. C., of the World's Fair plan by the special committee of Congress, members of the executive committee, and representatives from most of the Purchase States appearing in its behalf.

June 4, 1900—Passage by Congress of the Sundry Civil Appropriation Bill carrying an amendment pledg-

ing the National Government's support of the World's Fair project, together with an appropriation of $5,000,000, conditioned on the raising of $5,000,000 by popular subscription, and the appropriation of $5,000,000 by the City of St. Louis.

January 12, 1901—Popular subscription of $5,000,000 by citizens of St. Louis completed and certificate to that effect prepared for submission to authorities at Washington.

January 25, 1901—Certificate of the fullfilment of St. Louis' obligation presented to special committee of Congress, and Tawney bill read.

March 4, 1901—Appropriation finally made by United States Senate after some opposition, and the national government became a stockholder in the World's Fair enterprise, without a vote, to the extent of $5,000,000.

March 30, 1901—Appointment by President McKinley of the national World's Fair Commission, with instructions to the same to meet within thirty days after the passage of the World's Fair bill.

April 23, 1901—The national commission met at the Southern Hotel, in St. Louis. The World's Fair company was incorporated, under the name "Louisiana Purchase Exposition Company," with a capital stock of $6,000,000. A banquet was given by the Business Men's League of St. Louis at the Planters' Hotel to the national commission and members of Congress who were foremost in effecting the passage of the bill.

April 24, 1901—The national commission met at

the Southern Hotel and organized, with ex-Senator Thomas H. Carter as president, ex-Congressman Martin H. Glynn as vice-president, and Mr. Jos. Flory of St. Louis, secretary.

May 3, 1901—Meeting of the directors and election of the following officers of the Louisiana Purchase Exposition:

President, David R. Francis; treasurer, Wm. H. Thompson; secretary, Walter B. Stevens; vice-presidents, Corwin H. Spencer, Samuel M. Kennard, Daniel M. Houser, Cyrus P. Walbridge, Seth W. Cobb, Chas. H. Huttig, August Gehner and Pierre Chouteau. The president, treasurer and eight vice-presidents were appointed as a committee on organization to report at the next meeting recommendations on number and formation of standing committees; draft of by-laws of incorporation; suitable offices for temporary headquarters of incorporation; director general; general counsel for corporation.

May 9, 1901—The Committee on organization reported. By-laws were adopted and Mr. Jas. L. Blair, recommended by the committee as counsel general, was elected unanimously.

May 10, 1901—Municipal Assembly passed ordinance authorizing the use of city parks for the World's Fair if desired by the organization.

May 28, 1901—Nine Standing Committees of the company appointed, as follows: Executive; Press and Publicity; Ways and Means; Transportation; Finance; Grounds and Buildings; Concessions; Insurance; Foreign Relations.

May 29, 30, 31, June 1, 1901—Seven proposed sites inspected by Executive Committee.

June 4, 5, 6, 1901—Executive Committee listened to arguments of advocates of the seven proposed sites.

June 8 to 23, 1901—Daily meetings of Executive Committee to consider proposed sites, the problem of transportation facilities for materials for building and for exhibits proving a difficult one. Meetings also of Press and Publicity Committee, at which methods of advertising the Fair, and applications for positions were considered.

June 24, 1901—Executive Committee decided on the Forest Park, but did not announce decision.

June 25, 1901—Meeting of Board of Directors at which selection of Forest Park site was announced and unanimously approved.

June 26, 1901—Meeting of National Commissioners. Forest Park visited.

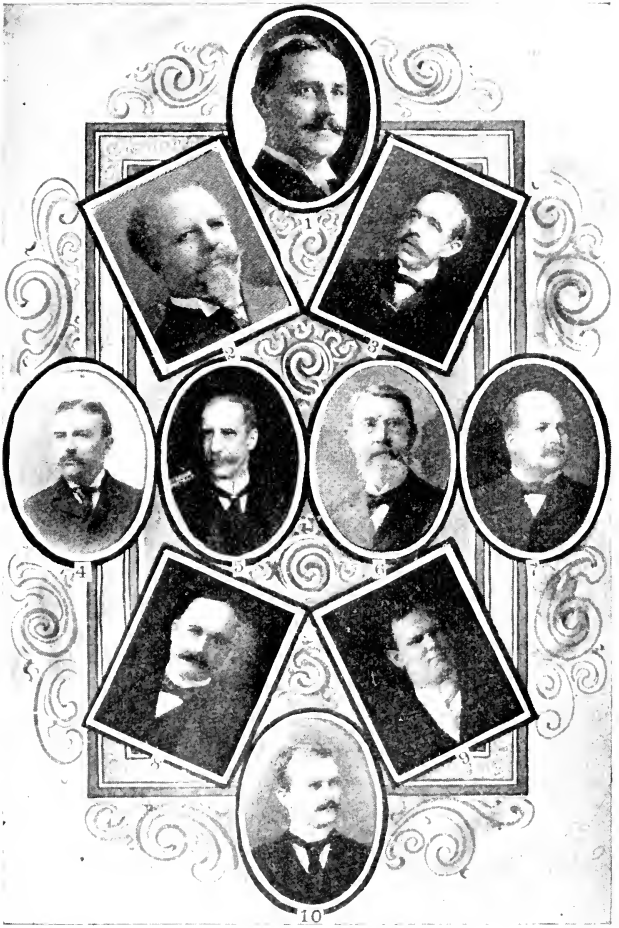
June 27, 28, 1901—National Commissioners approved the site selection, and formulated a declaration of the legal responsibilities, duties and rights of the Commission.

June 30, 1901—Officers, Members of the Executive Committee and prominent citizens went to Pan-American Exposition, Buffalo.

July 2, 1901—Dedication of Louisiana Purchase Building at Pan-American Exposition, Buffalo.

THE LOUISIANA PURCHASE.

THE acquisition of the territory of Louisiana from France in 1803 may be regarded, from several points of view, as the most important event in the whole history of the United States. It added 1,171,931 square miles to the United States—a territory greater by 300,000 square miles than the entire domain of the nation as it then existed. The thirteen States and two territories which have since been carved out of the Purchase have, by the census of 1900, a population of 17,777,081, or nearly one-fourth of the population of the United States. Missouri, the fifth State in the Union, is in the Louisiana territory, as is also Texas, the sixth. As the crowning glory of the vast reaches of mining, agricultural and grazing lands embodied in the old Louisiana territory there have arisen great cities—St. Louis, the fourth city in the United States; San Antonio, one of the oldest towns in the country; the twin cities of Minneapolis and St. Paul, centers of the summer resort region and the inland lakes;



WORLD'S FAIR DIRECTORS.

1. Howard Elliott.
2. Adolphus Busch.
3. Clark H. Sampson.
4. James F. Coyle.
5. W. J. Kinsella.
6. C. F. G. Meyer.
7. Walker Hill.
8. J. J. Wertheimer.
9. A. A. B. Woerheide.
10. C. F. Blanke.

Hot Springs, whither people go by the thousands to regain their health; New Orleans, with its Mardi Gras, its opera and its whirl of gay society; Denver, the Mecca of all who seek a tonic of ozone; rapidly growing Omaha; and the five towns, Dubuque, Des Moines, Davenport, Burlington and Council Bluffs, in that State of Iowa which calls itself proudly the "State of large towns and no cities." Great navigable rivers—the Mississippi, the Missouri, the Rio Grande, the Arkansas, the Red, the White, the Platte, and the Iowa—sweep through the Louisiana territory to their ultimate outlet in the Gulf of Mexico. Pike's Peak, and a large portion of the Rockies, kings among the mountains of the earth, are within old Louisiana's borders, and here also is the Yellowstone National Park, set apart by the United States government as a place of sight-seeing for all future generations. But greater than all this is the fact that the purchase of the Louisiana territory, and the opportunities for development that it afforded, forever prevented the nation of the United States from being merely a province, a small portion of land set down on the Western Continent between the Mississippi River and the Atlantic Ocean, with opposing powers on every side except the east. Instead of this narrow future there was secured for the youthful nation a vast extent of possession which should be bounded, in the words of the enthusiastic statesman, "on the east by the Atlantic, on the west by the Pacific, on the south by the Gulf of Mexico, and on the north by the Day of Judgment."

The treaty by which the United States purchased the territory of Louisiana from France bore the date of April 30, 1803. That territory has since been divided into thirteen States and two territories. The States—the number identical, by an odd coincidence, with the thirteen original States which formed the Union — are Louisiana, Arkansas, Missouri, Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Colorado, Montana, Wyoming and a part of Texas. The two territories are Oklahoma and the Indian Territory. The fact that only a part of Texas was contained in the Purchase was the reason why an invitation to the Governor of Texas was omitted in the preliminaries incident to the Louisiana Purchase Conference in January, 1899. Nevertheless, the Governor of Texas excused the oversight, and was a member of that body.

Although it was early in the history of the United States as a nation that Louisiana became a part of its possessions, the territory of Louisiana had been named and was known to the civilized world more than a century before the year 1803. La Salle, sailing down the Mississippi in 1682, bestowed upon all the unknown region west of that river the name of Louisiana, in honor of his sovereign, Louis XIV., King of France. The far-reaching limits of this magnificent and fertile territory became better known in the next century; and as the island of New Orleans was soon colonized and grew to be the depot of supplies for the entire region, that small portion of land east of the Mississippi became

naturally a part of Louisiana, although all the rest of the territory was west of the river.

Louisiana was claimed by France until 1762, when the treaty of Fontainebleau transferred it from France to Spain, to repay Spain for losses suffered in the French and Indian War. The people of Louisiana—for by that time the territory, especially New Orleans, had been settled by many traders and planters—objected to this transfer, protesting so strongly that it was not until 1769 that Spain actually took possession. From that time forward it was the hope of the French to recover this splendid territory for their own. The Americans—by which name the citizens of the United States were called even at that early period—were, on the other hand, better satisfied that Spain should possess Louisiana than that this extensive territory should be owned by France. In case any jealousy or enmity should arise, the Americans argued that Spain would be a more sluggish adversary than France. The situation, from the American standpoint, was expressed in the words of Montesquieu, afterward quoted by Robert R. Livingston, United States minister to France: "It is happy for trading powers that God permitted Turks and Spaniards to be in the world, since they are of all nations the most proper to possess a great empire with insignificance."

The people of the present generation, or even of the preceding generation, can with difficulty appreciate the importance of the Mississippi River in the year 1800. Railroads were unknown, neither were there any good

wagon roads west of the State of Pennsylvania. One who wished to go, for instance, from Nashville, Tenn., to New York, must ride in a flatboat—for steamboats were not yet invented—down the Cumberland river to the Ohio, down the Ohio to the Mississippi and on to the mouth of that river, then by sailing vessel out on the Gulf and along the Atlantic coast. It was the only means of travel. For commerce the rivers were an absolute necessity, and the Mississippi outranked all other rivers. Madison said of it: "It is the Hudson, the Delaware, the Potomac, and all the navigable rivers of the Atlantic States formed into one stream."

New Orleans was the key to the Mississippi River. Without it as a depot the western products could not be taken to a market and western commerce was paralyzed. Therefore, when Morales, Intendant of New Orleans, on October 16, 1802, arbitrarily suspended the right of deposit at New Orleans to all "foreigners," his act excited the greatest indignation among the people of the United States.

It was supposed by American statesmen that this decree came from Spain, but that it was dictated by France, for by this time there was a strong suspicion in the minds of Americans that France had succeeded in her cherished desire of regaining Louisiana from Spain. As far as Morales' decree was concerned, the light of subsequent history shows that the decree was his own officious act, sanctioned neither by Spain nor France. Nevertheless, France had actually secured possession of Louisiana by the secret treaty of St. Ildefonso on

October 1, 1800. Napoleon, with his wondrous power over men, had accomplished this by an empty promise of giving to the Spanish King's son-in-law the kingdom of Tuscany, yet he was afraid to let his triumph be made known, lest England with her great navy should prevent French occupation of Louisiana. It was impossible for Napoleon to send troops to Louisiana at once because of the rebellion against France in St. Domingo, where brigade after brigade was brought low by tropical fever as rapidly as they could be transported.

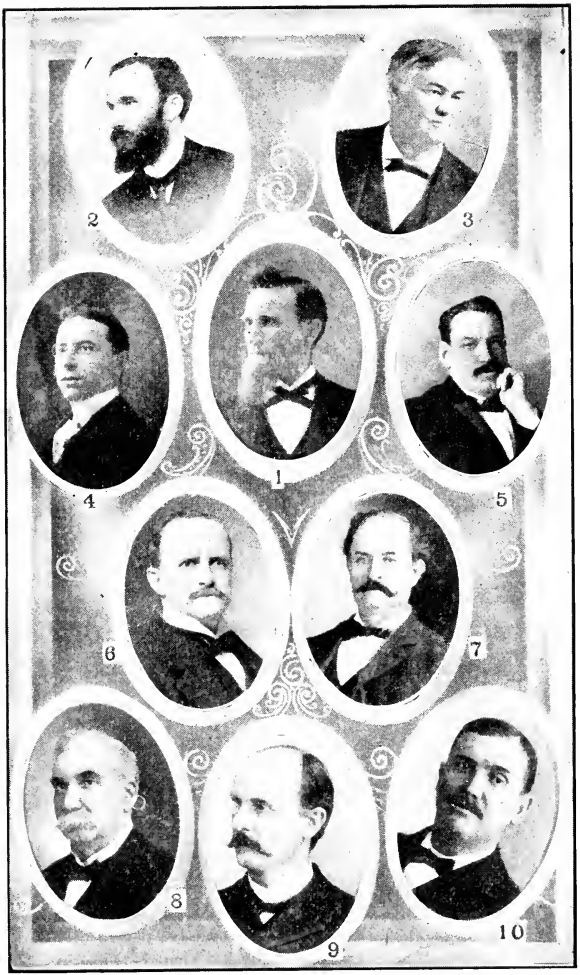
In the meantime Rufus King, U. S. Minister in London, had sent Jefferson positive proof that Louisiana now belonged to France (November 20, 1801), and the President had dispatched Robert R. Livingston as minister to France. The excitement in America was intense. The Westeners went so far as to say that if Congress and the president could not secure for them the right of deposit at New Orleans and the free navigation of the Mississippi they would form a separate government of their own. James Ross, of Pennsylvania, made an impassioned speech in the Senate counseling strong measures. "Plant yourselves on the rivers," he said, "fortify the banks, invite those who have an interest at stake to defend it. When in possession you will negotiate with more advantage."

Mr. Livingston arrived in Paris, in December, 1801, and for the next twelve months consumed his energies in what seemed fruitless measures—first, to learn the truth about the retrocession from Spain to France, and, second, to make some terms with France. This was

slow work. On September 1, 1802, Livingston wrote to Madison, Jefferson's Secretary of State: "There never was a government in which less could be done by negotiation than here. There are no people, no legislators, no counsellors. One man is everything. His ministers are mere clerks, and his legislators and counsellors parade officers."

Rumors were current that Napoleon intended to plant an army in Louisiana. First it was Gen. Gollet, a disgraced French officer, who was to be sent with a great company of disaffected and exiled English, Scotch and Irishmen. Then a reputed Frenchman named Francis Tatergem appeared on the scene, pretending that he had great friendship with the Creek Indians, that they hated Americans and loved the French, and that he could raise an army in Louisiana of 20,000 Indian warriors. These reports were received in America with varied emotions. Perhaps the most sensible, albeit the mildest view, was that taken by Senator Jackson, of Georgia, who said: "Should Bonaparte send an army of 40,000 men here and should they not be destroyed by our troops, they would within twenty years become Americans and join our arms. No other people can long exist in the vicinity of those of the United States without intermixing and ultimately joining with them."

With all the web of mystery which Napoleon wove around himself, however, he was nevertheless seriously considering the advances made on behalf of the United States. Livingston had been aided in France by Dupont de Nemours, a Frenchman, who was a friend of both



NATIONAL COMMISSIONERS, WORLD'S FAIR.

1. Hon. Thomas H. Carter, *President.*

2. Hon. G. W. McBride.
3. Hon. Wm. Lindsay.
4. Hon. M. H. Glynn.
5. Hon. F. A. Betts.
6. Hon. P. D. Scott.
7. Hon. John M. Allen.
8. Hon. John F. Miller.
9. Hon. J. M. Thurston.
10. Joseph Flory, *Secretary.*

Jefferson and Bonaparte, and pressure was brought to bear also from Spain through Charles Pinckney, U. S. Minister at Madrid. Some of Napoleon's advisers urged, moreover, that since restoration of slavery had brought about a rebellion in St. Domingo, its existence as an institution in Louisiana might also breed trouble for the French. But the fear of England was a more powerful argument than any other. Jefferson did not hesitate openly to threaten that if the French occupied Louisiana, the United States would form an alliance with England. "From that moment," he said, "we must marry ourselves to the British fleet and nation."

On January 11, 1803, President Jefferson nominated James Monroe as a special minister to France to assist Livingston and Pinckney, as the commission stated, "in enlarging and more effectually securing our rights and interests in the river Mississippi and in the territory eastward thereof." At first, it will be seen, the President did not contemplate the purchase of the vast territory of Louisiana. He desired New Orleans and the Floridas, if he could get them, and for these possessions Monroe was instructed that he might pay a sum not to exceed $10,000,000. Monroe sailed March 8, 1803, and arrived in Paris April 7. After all, Livingston and Pinckney might have performed the work unaided, for Monroe found ripened fruit ready for the gathering. Napoleon was as anxious to sell Louisiana as the United States was to buy New Orleans, and there only remained a little haggling over terms, and the consent of the United States to take Louisiana along

with New Orleans. The Floridas were impossible at that time, as when the truth was known it was found that France did not own them.

Monroe was presented to Napoleon April 16, 1803, and negotiations were immediately opened between the two countries. It was agreed to include in the purchase price the claims of certain American citizens for indemnity against France, amounting to $3,750,000. The sum agreed upon for the territory itself was $11,250,000, making a total of $15,000,000. The treaty was signed May 2, and the copies in English were made out so that they were all done about May 8 or 9, but the date of the treaty was fixed at April 30, as this was the actual time of the agreement between the ministers.

When the treaty was concluded there was a general handshaking among the ministers. Both sides were pleased with the transaction. Livingston said: "We have lived long, but this is the noblest work of our lives;" and Napoleon declared: "This accession of territory strengthens forever the power of the United States. I have just given to England a maritime rival that will sooner or later humble her pride." Gayarre, a distinguished historian who died a few years ago, spoke of the treaty as "the most important ever signed in the nineteenth century, if it be judged by its consequences to the United States and to the rest of the world."

The United States Senate ratified the treaty October 19, 1803, and the ratifications of the two countries

were exchanged October 21. Jefferson signed the document on November 10, and on December 20, 1803, the Spanish Governor of Louisiana peacefully surrendered the province to Laussat, a commissioner appointed by Napoleon, who immediately passed it over to the government of the United States—a little less than eight months after the signing of the treaty.

Thus came to a conclusion that great event in history, the 100th anniversary of which is to be celebrated in St. Louis in 1903 with the Louisiana Purchase World's Fair.

PLAN AND SCOPE

OF THE INTERNATIONAL EXPOSITION AT ST. LOUIS IN 1903,

CELEBRATING THE CENTENNIAL OF THE LOUISIANA PURCHASE.

PLAN.

THE foundation plan of the St. Louis World's Fair will be that of an exposition both national and international in its character, so that not only the people of the Louisiana Purchase Territory, but of our Union, and all the nations as well, can participate. It will be so projected and developed as to insure the active interest of all the peoples of the world and induce their participation upon a scale without parallel in any previous exposition.

It will present in a special degree, and in the most comprehensive manner, the history, the resources, and the development of the States and Territories lying within the boundaries of the Louisiana Purchase, showing what it was and what it is; what it contained

and produced in 1803; what it contains and produces in 1903.

It will make it plain that the prophecy of 1803 has been more than fulfilled, and show that a veritable empire now lies between the Gulf of Mexico and Puget Sound, within the limits of the territory Jefferson obtained by the Louisiana Purchase.

It will show the history, resources and development of the possessions of the United States, including Porto Rico, Alaska, Hawaii, Samoa, Guam and the Philippines. It will embrace in a similar portrayal Cuba and any other country which may enjoy the special and exceptional protection and guardianship of the United States.

It will depart from the plan of all past expositions and make life and movement its distinguishing and marked characteristics. To this end it will aim definitely at an exhibition of man as well as the works of man; at the presentation of manufacturing industries in actual conduct as well as of the machines out of action; at the exhibition of processes as well as of completed products.

It will carefully plan in the location, the construction and arrangement of all buildings and works so as to assure the highest degree of convenience, ease and comfort for visitors who come to inspect the wonders contained within its enclosure. It will make it both easy and comfortable to get to the Exposition Grounds from every quarter of the city and from every railway terminating in St. Louis. It will in like manner make it easy

and comfortable to move about the Exposition Grounds, and to pass from building to building and from point to point within every building of large area. In short, it will make the transportation of visitors the subject of special study and spare no expense in the solving of this vital problem, so that the St. Louis World's Fair may go down in history as the first great international exhibition which a visitor could inspect without enduring fatigue and hardship.

Finally, it will embody and illustrate the latest and most advanced progress in the employment of the energies of nature. It will be up-to-date in the use of all new motive forces, and be fully abreast with science in the utilization of every novel invention or discovery that has practical value.

SCOPE.

In order that the general plan outlined for the Louisiana Purchase Exposition may be fulfilled in its actual accomplishments, it will exhibit the arts and industries, the methods and processes of manufacture of the whole world; it will gather the products of the soil, mine, forest and sea from the whole earth.

It will comprehend man in his full twentieth century development, exhibiting not alone his material, but his social advancement. It will show humanity at rest as well as at work, presenting man in his hours of recreation, his exercises, his games and his sports. It will illustrate the modern home with the infinity of comforts and conveniences that have been brought into

common use within the century the St. Louis World's Fair will commemorate.

It will embrace within its scope a comprehensive anthropological exhibition, constituting a congress of races, and exhibiting particularly the barbarous and semi-barbarous peoples of the world as nearly as possible in their ordinary and native environments.

It will bring together the wild life of the forests, plains and waters, showing visitors a zoological collection of untrained and untamed animals as nearly as practicable with the surroundings of their native state.

The progressiveness of the Exposition will be most especially manifest in the manner and extent of its use of artificial light, both for purposes of illuminating and as a means of decoration. Electric lighting in the latest, most striking and most effective form, as well as all other new and efficient modes of illuminating, will be so liberally employed that the Exposition Grounds and Buildings will blaze with light at night, and their beauties successfully rival the attractions of daylight.

For the development of the Exposition to the full scope outlined, it will provide for the housing and care of exhibits divided into a number of grand sections, each of which will be again divided into departments and sub-departments. The principal sections into which the Exposition will be divided will be as follows: Agriculture, Anthropology and Ethnology, Athletics and Outdoor Sports and Games, Chemical Industries, Civil Engineering, Colonization, Decoration, Furniture, etc., Diversified Industries, Education and

Instruction, Electricity, Fine Arts, Food Stuffs, Forestry, History, Horticulture and Arboriculture, Liberal Arts, Machinery, Military and Naval, Mining and Metallurgy, Social Economy, Textiles, Transportation, Wild Animals.

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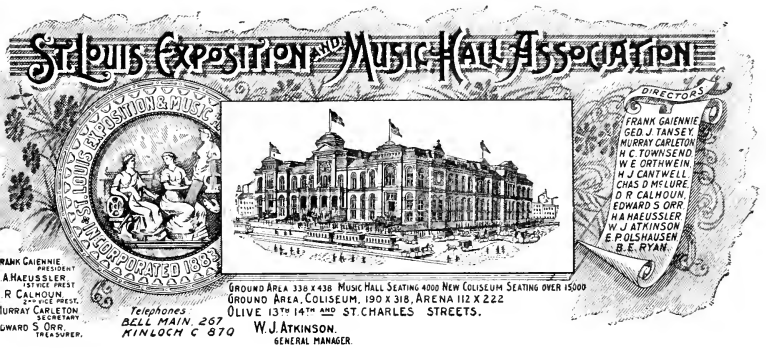

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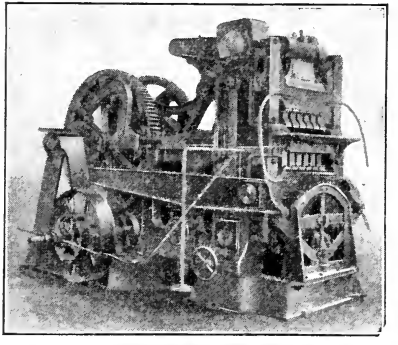

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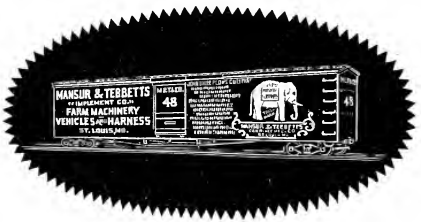

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